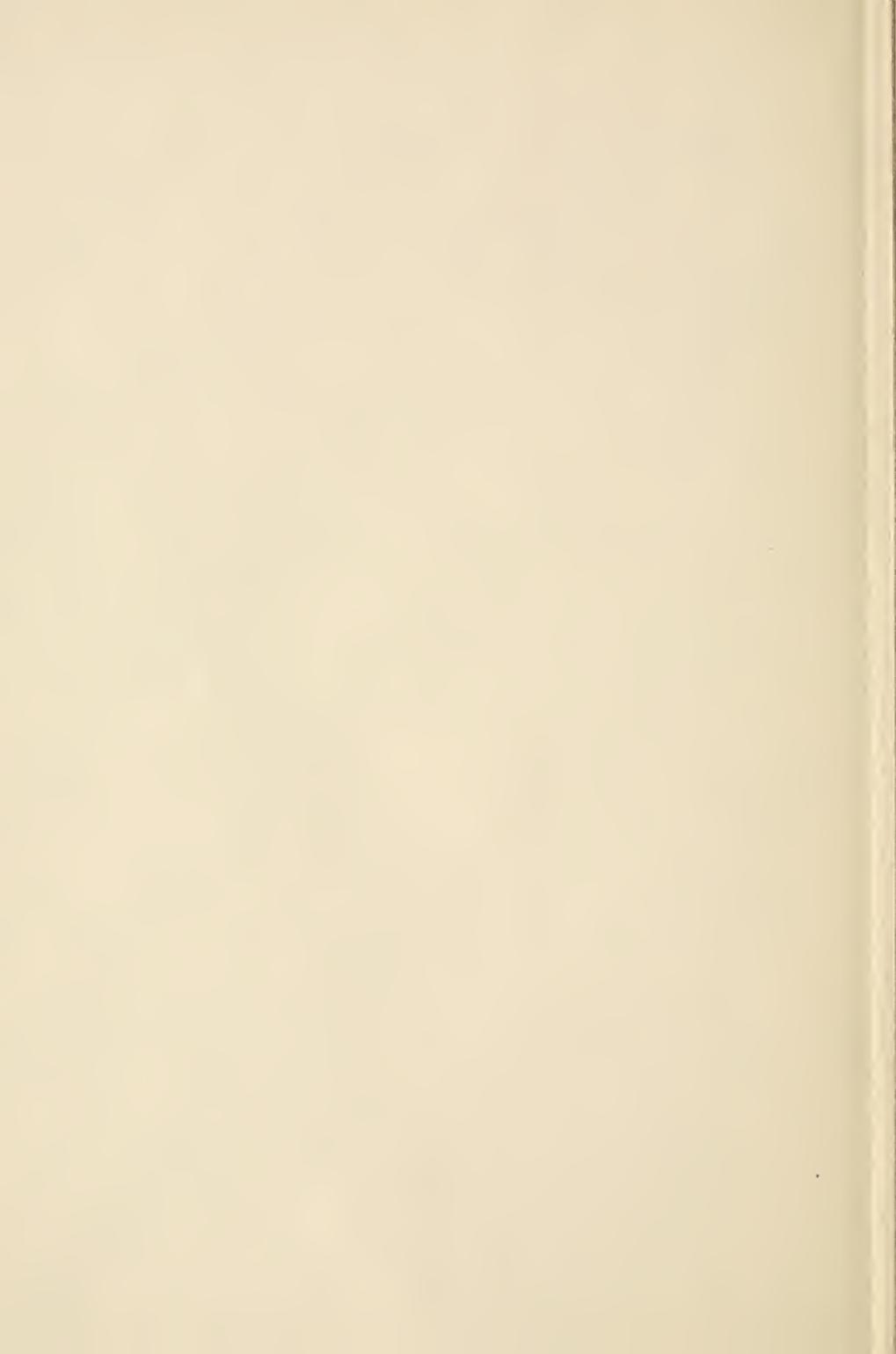


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GREATER GALVESTON.

Since publishing "Galveston in a Nut Shell," and its cordial reception by the public, and while still beholding our beautiful city rising Phoenix-like from one of the most terrible and destructive calamities upon the records of time. While viewing the efforts and energy that is being renewed day by day to make our fair city secure against wind and wave, we feel moved to add another mite to the unparalleled efforts that are going on with unabated energy and zeal. So we send out another little booklet to express increased confidence in the upbuilding of a greater and more prosperous Galveston.

The difficult work that has already been accomplished in rebuilding devastated homes and restoring shattered business, has been the marvel and the admiration of the entire world.

With the appropriation of \$591,000 which the past Congress of the United States made to extend the seawall from 39th to Fort Crockett reservation, this will make the city of Galveston doubly secure.

The men whose names are attached to the leading articles in this booklet were the energizing spirit in every enterprize to make Galveston not only an ideal city, but also one of the chief commercial centers and ports of the continent. Thought of failure had no place in any of their calculations or efforts.

From overwhelming destruction and disaster came forth a mighty strength of purpose, whose results are manifested in the work which is now being pushed forward to an early completion.

With no obstacles in the future which determined will and effort cannot overcome, all are hopeful and confident of building upon the ruins of the old a **Greater Galveston**.

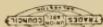
But little is left of the ruins of the old save the sad but sacred memories that twine about those who were swept into the life eternal and these memories will be infused in wood and stone, and every particle of earth that is being used and placed for the protection of these who remain.

We are indebted to the Galveston News for the statistics taken from the September issue, and the Galveston Tribune, Paul H. Naschke for photographs, to Mr. J. H. Johnson, ex-secretary of the Galveston Chamber of Commerce, E. R. Cheesborough, secretary of the grade-raising board, for interest taken and assistance rendered in the work of compiling this publication.

Not only will the result of these efforts enhance local interest, but it will fill the need of a vast outlaying territory. The present we believe to be the favorable opportunity that should enlist the aid of every man whose home is here, as well as those who would reap the harvest of a successful business enterprise.

This is the city of our adoption; here we passed our boyhood days; here we engaged in our first business enterprise, and here, like hundreds of others, we are prepared to reap the reward of the years spent in the work of building up the city.

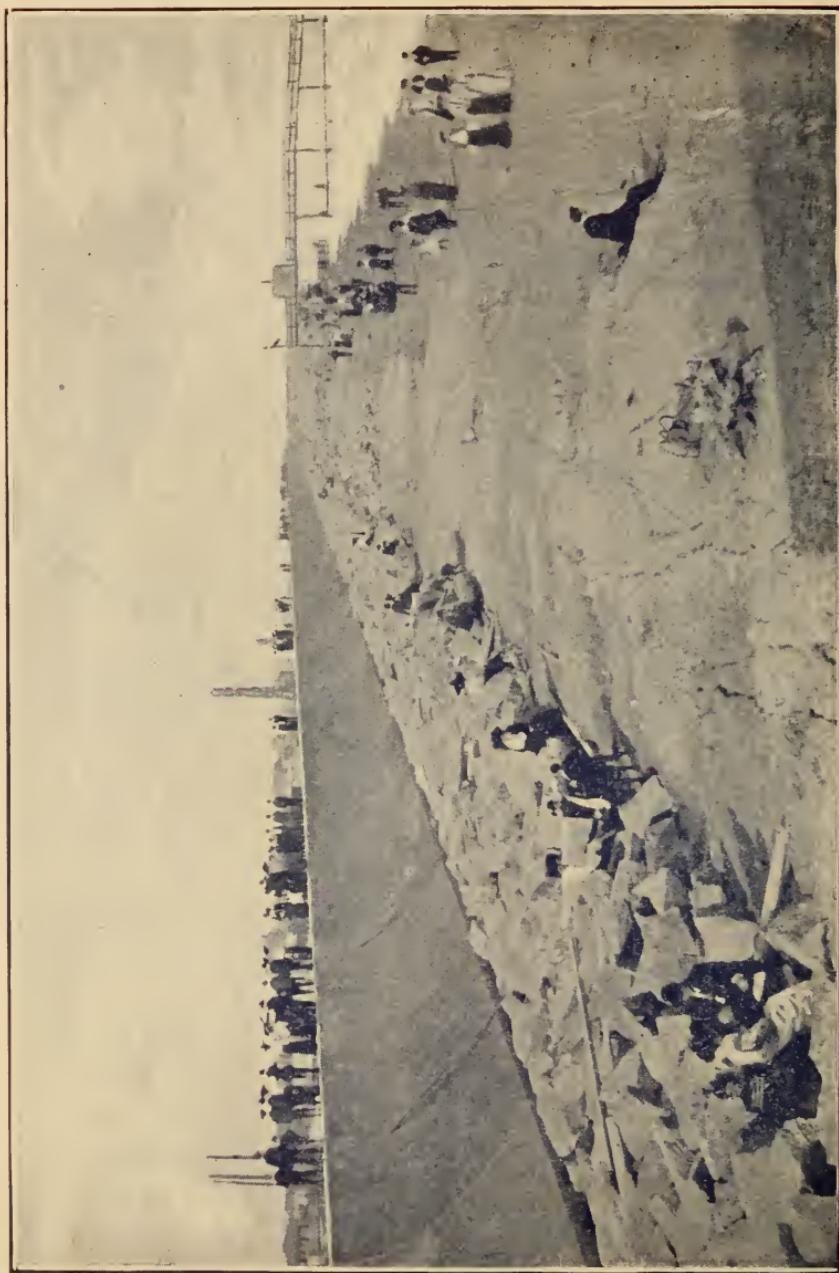
Believing firmly that Galveston will yet fulfill our high hopes in becoming one of the first commercial centers of the country, we shall continue to the best of our ability to work for her interest and advancement. The information herein contained has been taken from the most reliable sources and records.



Price, 15 Cents.

A. A. FINCK & CO.,

Printers and Publishers, Galveston, Texas.



Sunday Evening on Galveston's Famous Beach, Showing the Great Sea-wall.

CENTENNIAL SKETCH.
NAMING OF GALVESTON BAY AND ISLAND.

From a picture hanging in the Public Library in this city we copy a bit of history:

About the year 1782 a Spanish fleet made an examination of the coast of the Gulf of Mexico west of the Mississippi river, and named Galveston Bay and Island in honor of Conde De Galvez, then governor of Louisiana. They found on the island one white man, who subsisted by hunting and fishing. From him they obtained a description of the bay, and without extending their explorations across it, made their



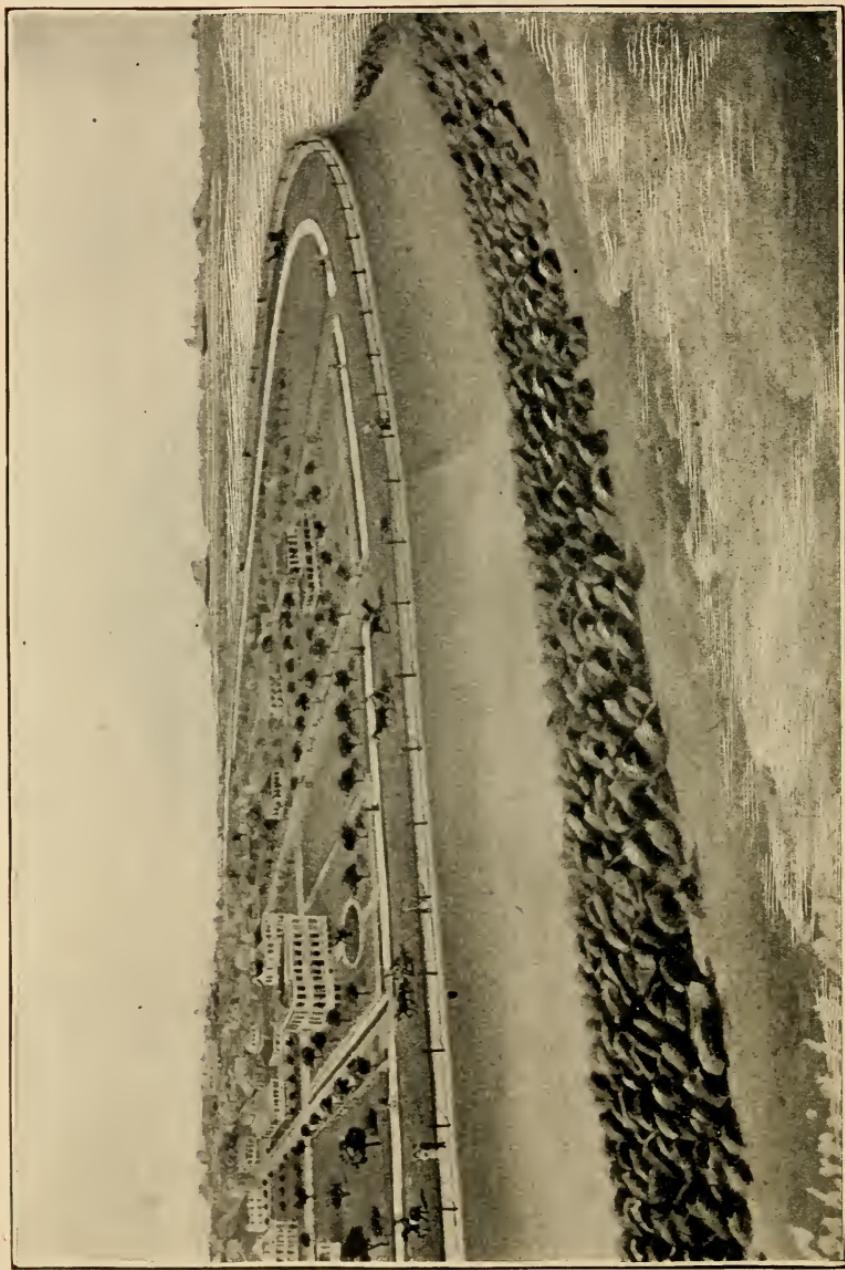
Conde de Galvez.
By Permission of W. E. Grover.

report to the government at Madrid. At that time there were overland routes or trails from New Orleans and Red river to San Antonio; and the San Jacinto was supposed to be a branch of the Trinity river.

NOTE.—Col. Thrasher's opinion was, that when the exploring party left New Orleans the governor said "that if they discovered any place of note, to remember him in giving its name"—Hence Galveston received its name.—George W. Grover.

The writer has a photograph from a steel engraving of a portrait of El Exmo Senor De Galvez, Vice Roy of Mexico, published in the City of Mexico in 1787. With it is a coat of arms representing a brig with an officer holding a drawn sword on deck between the masts; over it is inscribed the motto "*yo Solo*." On the side of the vessel

Prospective View of Galveston after the Grade has been Raised. Painted by J. Stockfleth.



in full name Galveston. The incident which led to the design is described as follows: "Spain sent to Galvez, who was governor of Louisiana from 1780 to 1785 a colony whom he established on the lake shore east of New Orleans; and set them to building a brig. When the Spanish fleet visited him Galvez wanted the comodore to capture a fort to the east. The comodore not having pilots acquainted with the coast, was not willing. When Galvez said if he would not undertake it he would himself. The fleet went as near as the comodore thought safe, when Galvez with his brig approached the fort, and demanded their surrender. Awed by the appearance of the fleet they surrendered. Afterward the fleet sailed west, and it is con-

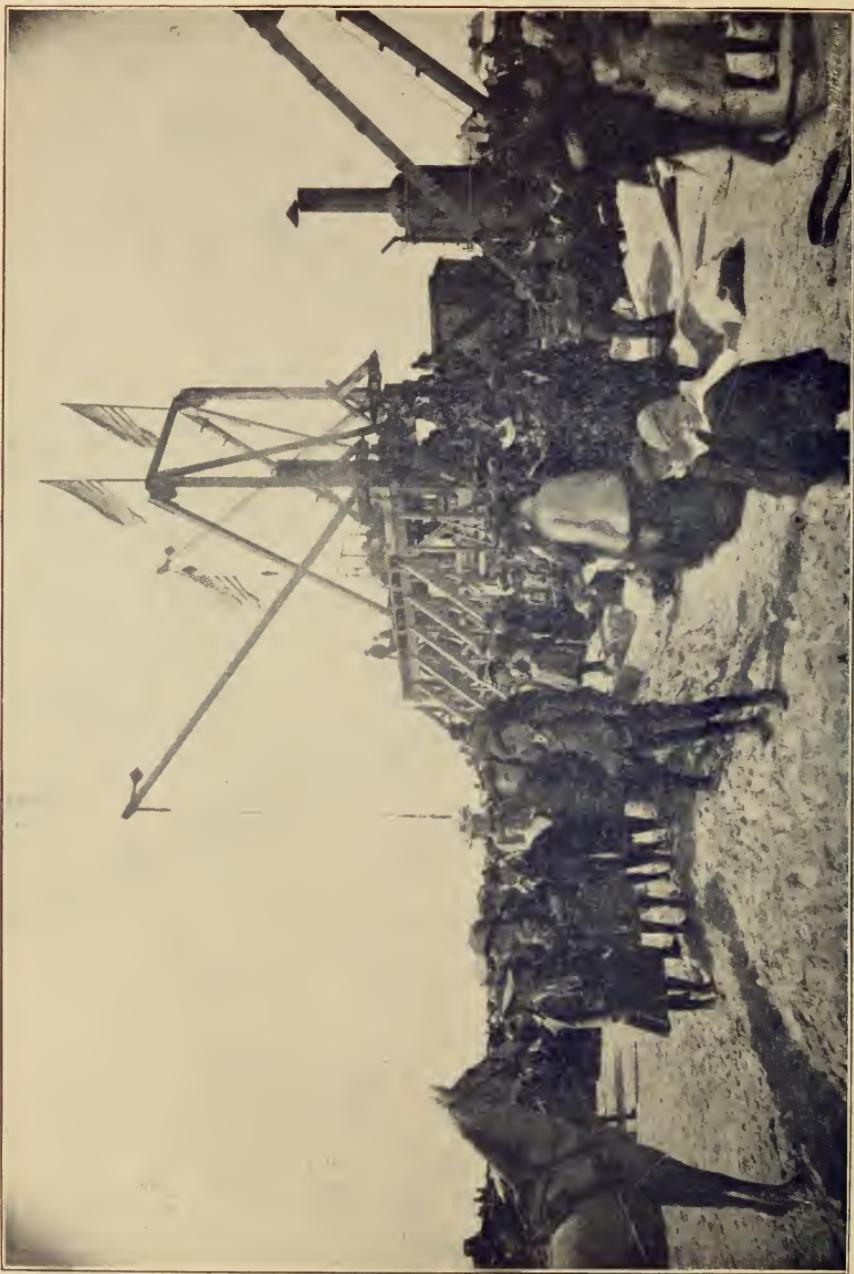


View from Top of Seawall, Looking South, Showing Bend in Seawall.

jected that Galvez seeing the rapid extension of the English language, suggested if the comodore should name any place after him, the name should be Galveston, which was complied with, thus is derived the English termination to his name.—G. W. Grover.

Scribner's Monthly Magazine says: "The island was discovered in 1686 by LaSalle, but remained uninhabited until 1810, when Lafitte and his pirate associates from the Louisiana coast tested the capacities of the harbor, and shortly after it was occupied by the forces of the Mexican Republic. Lafitte was governor of the island under Mexican authority."

Laying Corner Stone for the Seawall.



AN ACROSTIC.

Gem of Mexico's Gulf—northern shore,
A city after noble Galvez named;
Lovely scenes greet the eye, at its door;
Varied from bright, to the lesser retain'd—
Evenings are enchantment of the mind—
Sunset o'er the sea, bright as maiden's cheek;
Transfuse life and joy of purest kind,
Only to give rest, where heart pleasure seeks
No check—the health-giving Beach to find.



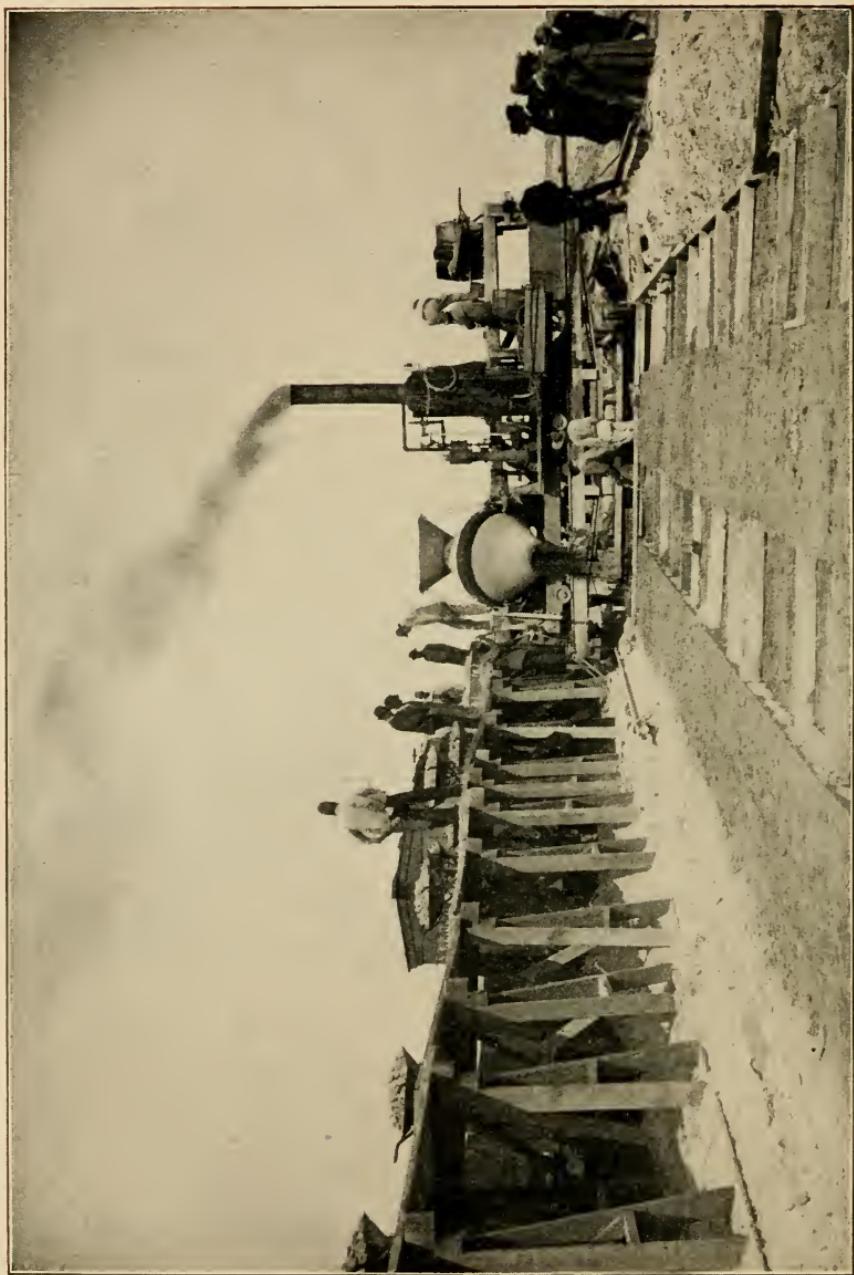
View Looking East Showing Seawall, Riprap and the Gulf.

GALVESTON'S GREAT SEAWALL.

BY D. B. HENDERSON, COUNTY COMMISSIONER.

The construction of the great seawall for the protection of the City of Galveston is perhaps one of the greatest undertakings ever attempted under similar circumstances.

There was not a single individual of the entire population who had escaped loss to a greater or less extent by reason of the great hurricane that had swept the town. And not only was this true, but confidence in the ability of the town to meet its promises to pay, after



Little Concrete Mixer, Laying the Foundation for the Seawall.

such tremendous losses, was severely shaken and public credit was practically gone.

But if the storm had destroyed thousands of human lives, and had wiped out millions of dollars worth of property, it had at the same time developed a quality of strength, fortitude and self-reliance in those who were left of which the world has had few examples, and when the great wall has been completed, it will not only stand as a protection to the lives and homes and property of future generations, should the necessity ever arise again by reason of such a storm, but it will also stand as a monument of what Americans can accomplish under the most adverse circumstances when they become united.

The engineers selected to decide upon some safeguard recom-



View of Seawall, Looking East.

mended a wall extending from a connection with the Government jetties at Avenue A and Sixth street, running south and southwest around the city to Thirty-ninth street, and their plans are being carried out. The wall, when completed under the present contract, will be a little over three miles in length, sixteen feet wide at the base, five feet wide on the top and seventeen feet high above mean low tide. The foundation of the wall rests upon four rows of round piling twelve inches in diameter and driven four feet apart into the ground forty-four feet down into the clay. There is also a row of sheet piling just inside the outside row of round piling, driven into

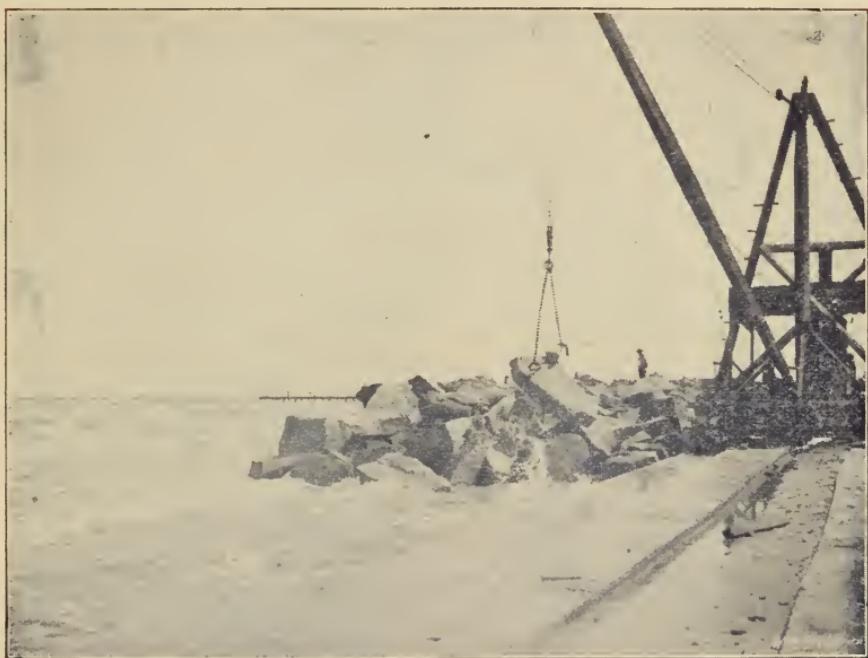
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View of Seawall, Looking East.



the ground twenty-six feet below mean low tide to prevent undermining. There is also an apron twenty-seven feet wide by about four feet thick, extending seaward in front of the wall, composed of solid granite blocks, as a further protection in case of storms and undermining currents.

The wall proper is composed of solid concrete, made of crushed granite from Granite Mountain, Texas., sand from San Jacinto River, cement from Germany and water from Alta Loma, Texas, all thoroughly mixed by immense machinery constructed especially for the purpose, and tamped into forms in sections, and to give additional strength immense steel rods, nine feet in length, are placed in the wall every three feet as the wall goes up.



Foundation of Seawall and Placing the Riprap.

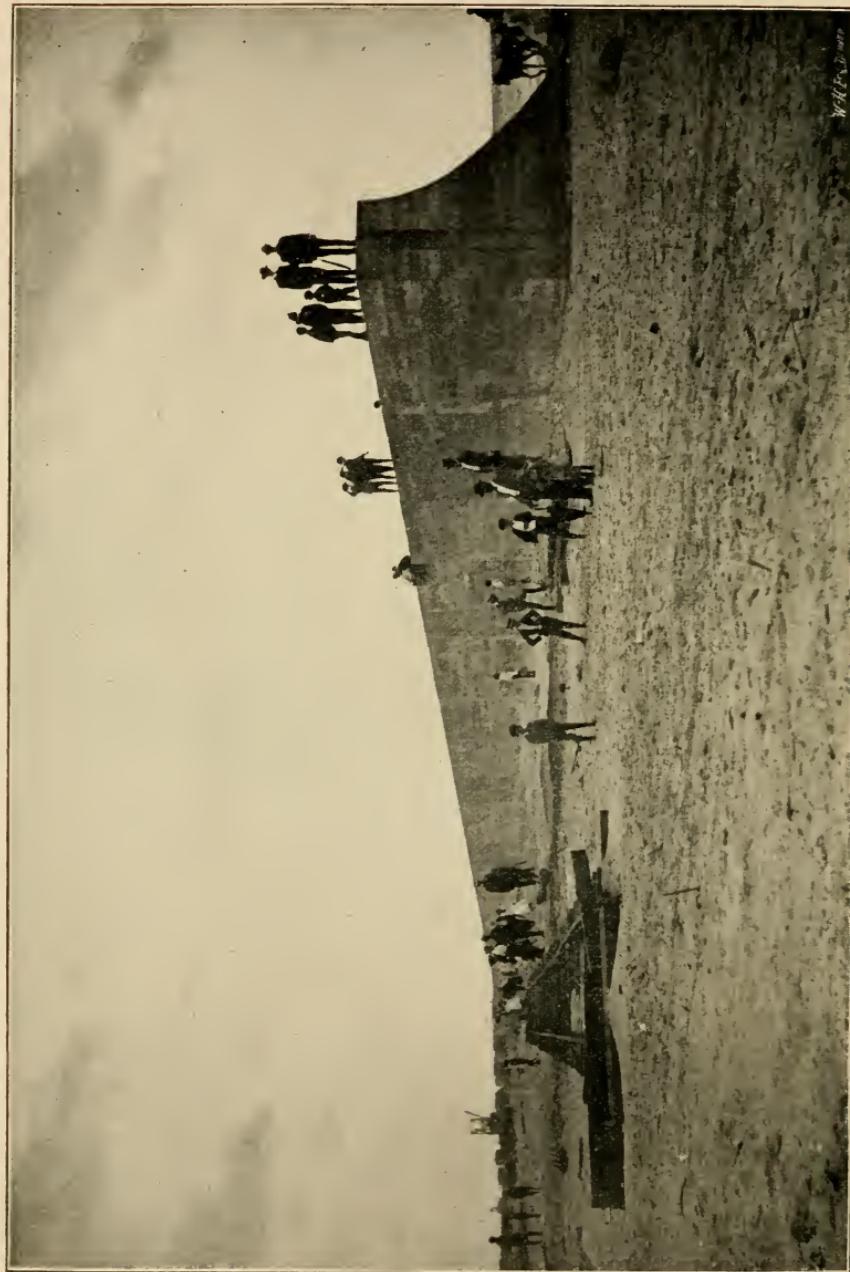
That one may better judge of the magnitude of this great undertaking, the following figures may prove of interest:

Concrete, 102,000 yards, 150,000 tons, 7,500 carloads; riprap, 100,000 tons, 5,000 carloads; sand, 40,000 yards, 50,000 tons, 2,500 carloads; cement, 135,000 barrels, 27,000 tons, 1,350 carloads; round piling, 18,000, 1,000 carloads; sheet piling, 4,000,000 feet, 750 carloads; reinforcing rods, 10 carloads; total carloads, 18,110.

This equals one carload of 40,000 pounds, or twenty tons, to every foot of completed wall. This work is now being completed at the rate of about a hundred feet per day.

Back View of Seawall, to be Filled Level with Top of Wall.

W.H. Fox, D.A.P.



The plan adopted for the work contemplates a back fill to the height of the wall for a distance of one hundred feet back, which will be made into a driveway, and which will when completed prove one of the most beautiful drives in the country.

The funds for this great undertaking have been practically raised by the people of Galveston.

The Legislature authorized Galveston County to issue \$1,500,000 in four per cent bonds, running for forty years, and these the citizens of the town immediately subscribed for, and the work was begun and will very likely be completed within four months from this time.

There is a sentiment behind this great work, and the public credit which was evoked to carry it into effect, that stands without a parallel.

The law under which the bonds were issued to carry out this work provides for a levy of 50 cents on the One Hundred Dollars of property. This first levy was made at the time of issue of the bonds, and in less than eight months from date of issue practically every cent of this tax was paid and four per cent of the entire issue of bonds were retired. People paid their seawall assessments whether they could pay any other tax or not.

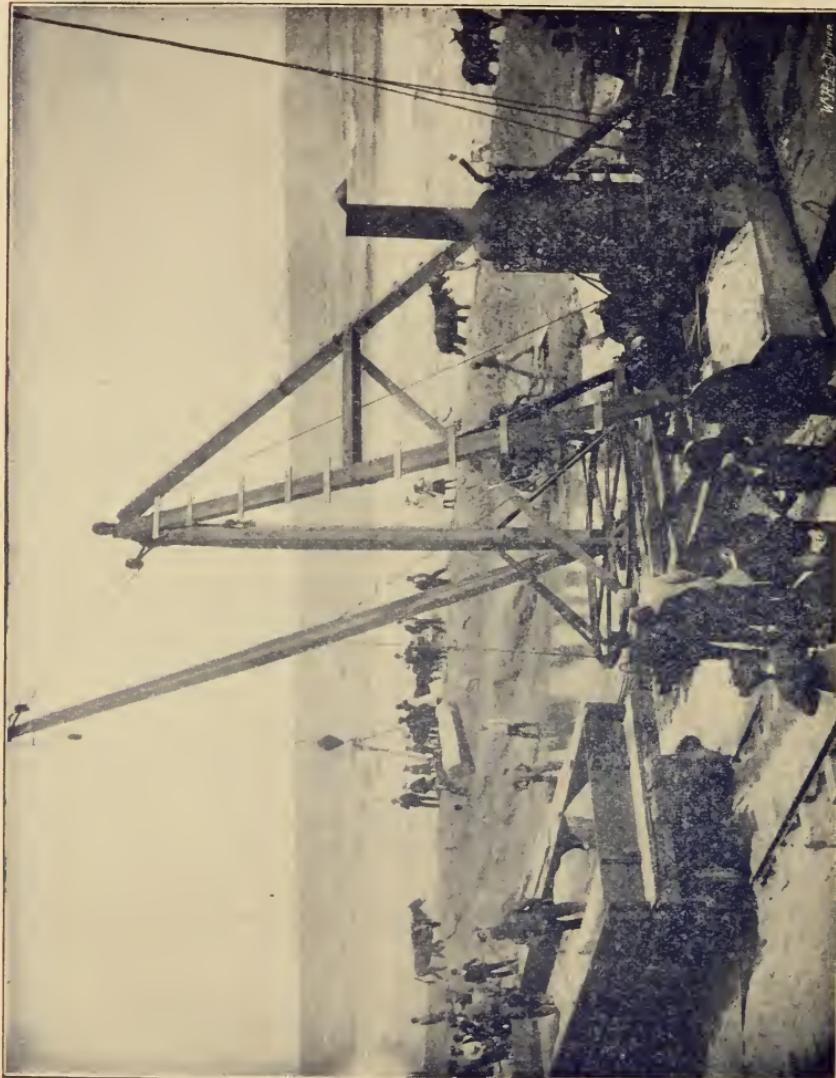
The fact that Galveston County has undertaken and is now actively engaged in the construction of a great seawall or breakwater along the Gulf front and around the city, and that the State of Texas has by unanimous vote of the Legislature donated the county taxes for a period of eighteen years to raise the grade of the city should not be taken to mean that this city was not before the great work was undertaken and is not at this time, as safe a place for human habitation as any other place in the world.

The great storm of September 8th, 1900, resulted in such a loss of life and property that confidence was severely shaken in the minds of many of the town's own people, while a large majority of the outside world, who had looked at results only, were apparently disposed to believe that this was not a safe place of residence.

These fears were based upon the ground that what had happened once was liable to happen again, and among the misinformed it was easy enough for demoralization and fear to get the better of judgment and common sense. There are thousands of good people, who go through life and live and die, who act from beginning to end on impulse rather than judgment. A calamity overtakes a community, where there is great loss of life and property, or maybe both. The impulsive man looks only at the result and is stampeded, while the man of judgment and cool head proceeds to investigate and will not allow himself to be carried away until there exists good and sufficient reason for him to act.

Generally speaking, the great storm of September, 1900, that visited Galveston, was perhaps the most misunderstood phenomenon that has ever occurred, and it is astonishing that so few people who passed through it, and had occasion to observe its progress and effects, can give any satisfactory explanation of it. Anyone who has given the matter any thought worth while is surprised that a large majority of the people outside as well as inside the town, continue to speak of the occurrence as a "tidal wave," or "tornado," when in truth it was nothing more nor less than a regular West India hurricane, that

originated in the vicinity of Martinique, about five or six days before it struck Galveston, and a record of its progress was kept and given out to the world every few hours, from the moment of its discovery, by the Weather Department at Washington and there was no trouble to trace its progress until it was lost sight of by entering the Gulf of Mexico in the vicinity of Key West. As long as it was possible for

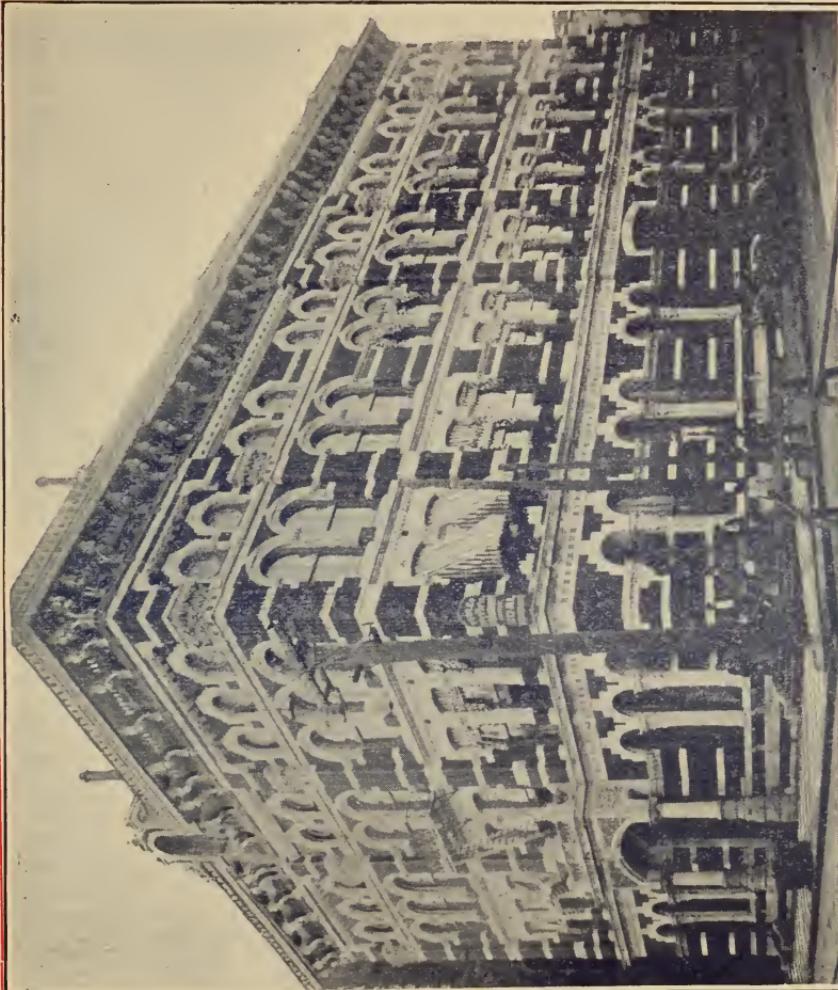


Placing Riprap in Front of Seawall.

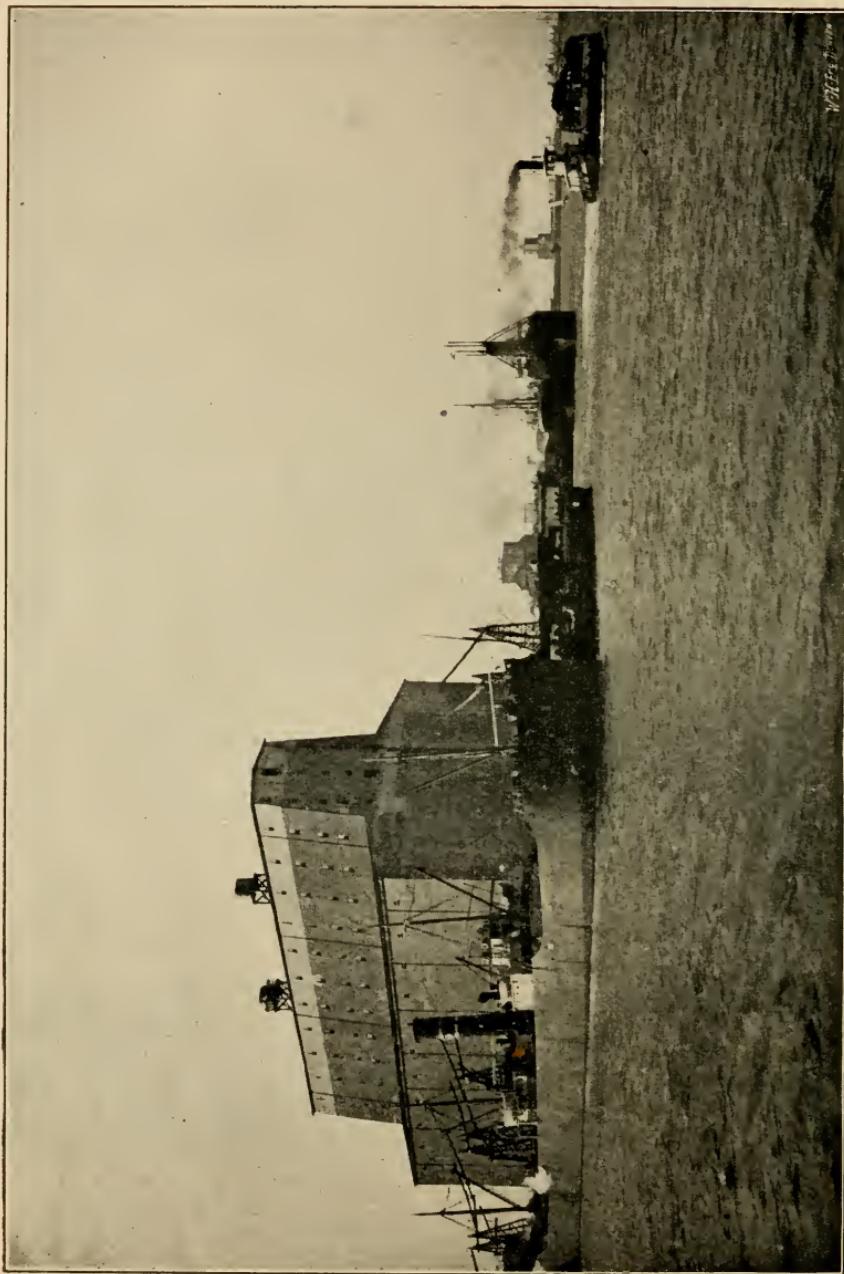
the weather people to keep track of it, during the first few days of its progress, it was not different from the usual September hurricanes, which are generally of yearly occurrence, and which always cause more or less damage along the Atlantic Coast, as they pass out to the northeast into the Arctic Ocean, which is their destination, unless they die out before reaching there. They do at times get into the Gulf of Mexico and damage has been done by them at points along

the coast in the past. By reason of some meteorological influence or disturbance about the time this storm entered the Gulf of Mexico, it was apparently increased to much greater energy than when first discovered, and when it appeared before Galveston the wind was blowing at an estimated velocity of one hundred and twenty miles an hour, and this tremendous force simply picked up the waters of the Gulf of Mexico and hurled them against the island and over the town, causing the great amount of destruction.

A wind estimated to be of one hundred and twenty miles velocity is



a phenomenon with which the weather departments of the world have had little to do until the Galveston storm, and they had little opportunity to observe its effects then, from the fact that the instruments provided to withstand the highest velocity of any known wind were torn to pieces by the time they had registered a velocity of one hundred miles per hour. Such a wind blowing for two hours over New York, Chicago, London or any other city, would have done as much and likely more damage than was done at Galveston. But the



Wharf Scene, Looking West, Showing a Tow in the Channel.

chances are that there will never be any such wind again. Such a wind has been proven as possible, by reason of its occurrence at Galveston, still it is so remote a possibility that the weather department at Washington has designated the storm of September 8, 1900, as a freak, and it is well known that there is no known protection against freaks of any kind. That Galveston is as safe a place as any other under ordinary circumstances for human habitation, has been demonstrated by reason of the fact that many buildings, located along the Gulf front, and within a short distance of the water's edge, and only a few feet above sea level, stood for over thirty-five years in perfect safety and there is no place in the world where buildings constructed under the same circumstances and as near the water's edge and as near the sea level, as were hundreds of houses in Galveston, that would have stood as long as they did. Constructed under the same conditions and no higher above sea levels, there is not a place on the Atlantic Coast of the United States where they would have been likely to remain standing for six months. So it is a fact that the necessity for building a seawall and raising the grade of the city is based entirely on a sentiment, brought into existence by reason of its having fallen a victim to the work of a freak.

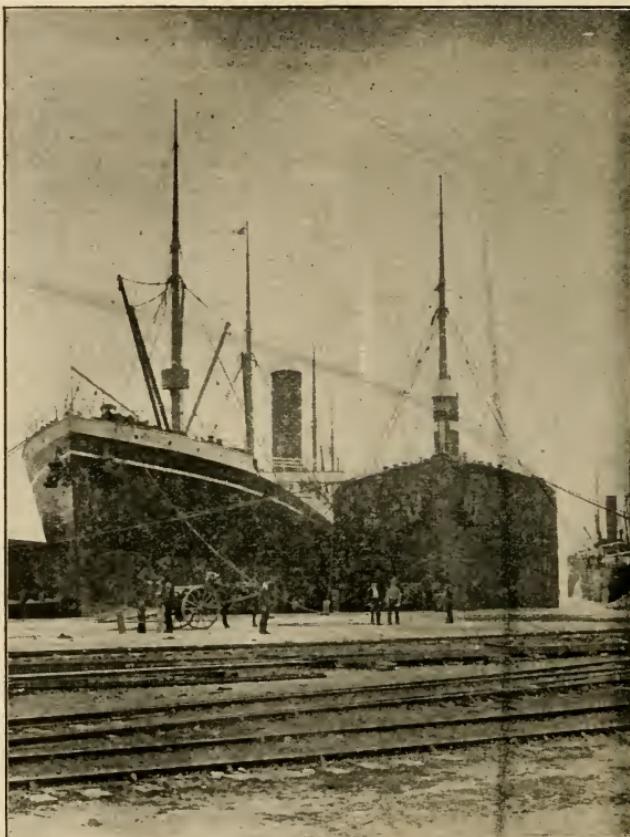
GOVERNOR LANHAM CONVINCED.

Governor S. W. T. Lanham, after making a careful inspection of the Seawall, remarked to a representative of the Galveston News:

"This is work," said the Governor, as he surveyed the immovable mass of concrete. "that will be pointed to in ages to come as one of the greatest engineering specimens of man's skill. On my desk at Austin I have photographs of this great breakwater and from them and the descriptions and reports of the progress of the work that have been published from time to time, I have tried to comprehend the vastness of the undertaking, but I must confess that not until today have I fully appreciated why you Galvestonians have placed so much confidence in the protection that this will afford you. I believe that when completed from it you will realize your most sanguine expectations. The people of this city will have essential security, which they have not before enjoyed, and which, in fact, was thought unnecessary. I believe that so far as human prudence can guard against disasters from storms from the sea in the future, this will accomplish it."

Falling into a reflective mood, the Governor continued: "The building of this wall means a great deal for Galveston. A great deal of credit is due to those who conceived it, those who planned it, and those who are executing it. It means that within a few years the recollection of this storm will have become but a reminiscence, except to those who have suffered the loss of their dear ones. It means that those who are not yet satisfied with the stability of Galveston will share the confidence of your citizenship and will remove here and assist you in making it a glorious, greater Galveston. They will come among you and bring their families, making their residences

here and engaging in business and in their eagerness to develop the great port of the Southwest, forgetting that here occurred one of the most heartrending cataclysms of the age. The sense of security that will be felt after the seawall is completed will be so great that there will be nothing to deter the rapid increase of population here—in fact, within ten years I expect to see Galveston at least double in size."



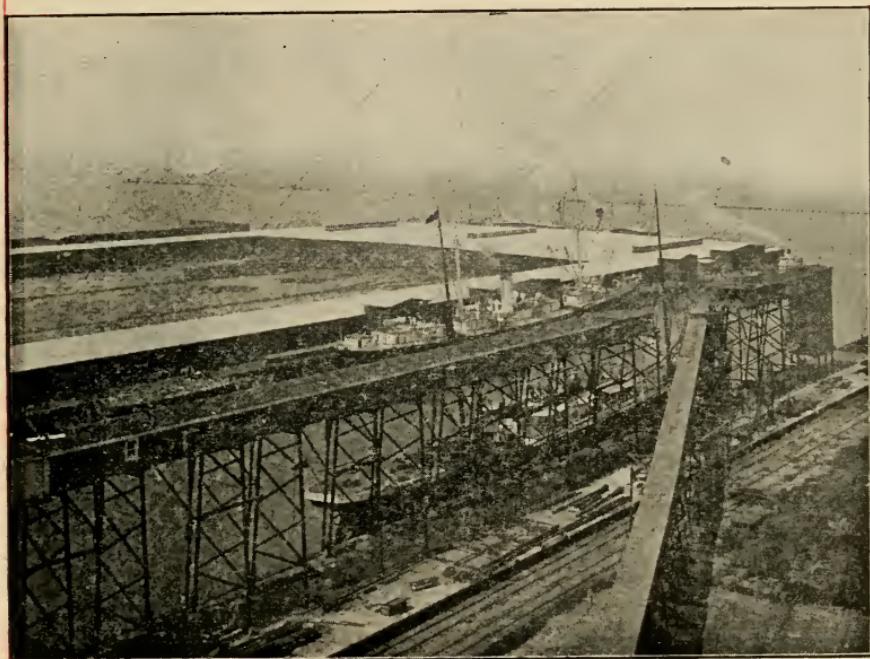
Large Ship Laying at the Wharf.

From a Galveston standpoint PUSH is the watchword. PUSH the present enterprise to success. The world looks on with applause at the herculean efforts which are being made for a storm-proof city. And local pride and justice is sure to reserve the front seats for the men who push. On every door to success is boldly written PUSH. And no other people in the wide world have more, if as much, push as is to be found in Galveston.

GALVESTON AS A DEEP WATER PORT AND POSSIBILITIES FOR THE FUTURE.

BY R. WAVERLEY SMITH, PRESIDENT DEEP WATER
COMMITTEE.

Galveston is the principal seaport of the Southwest, doing more foreign business than any port south of New York. It has recently moved forward to the third place in the rank of exporting ports in the United States, being exceeded in this respect only by New York and New Orleans. Galveston and New Orleans alternate as first and second cotton ports of the world, while the former ranks first in cotton seed produce exports. This port has forty-two steamship lines

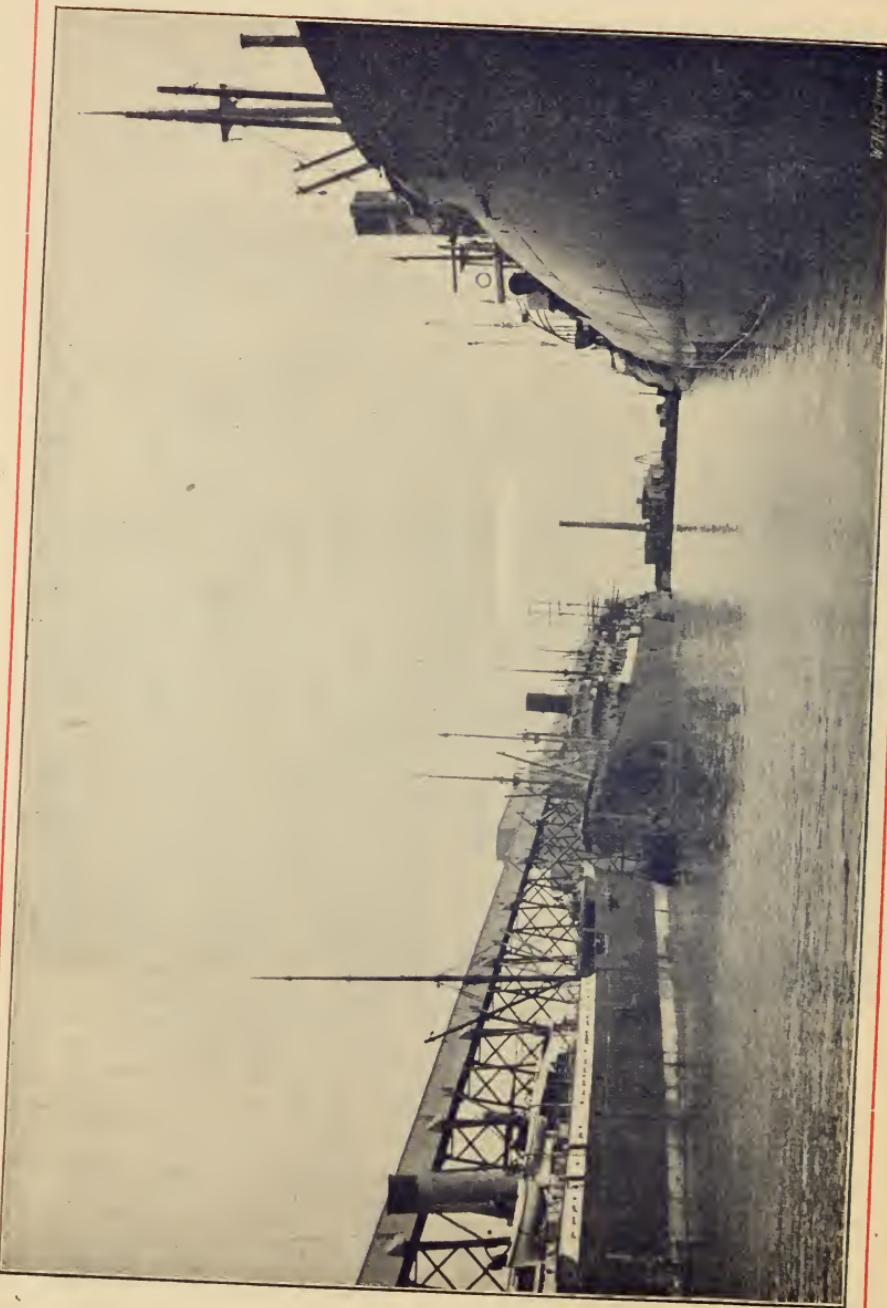


View at Southern Pacific Docks.

in active operation, including regular service to all important ports in Europe, and nine trunk lines of railroad centering here to carry the surplus product of the Southwest to, and the manufactured products of the Atlantic seaboard and Europe from, this great gateway of commerce.

The present available wharf front, being about six miles in length, will furnish accommodation for ninety-one large ocean-going vessels, this being second only to the port of New York, while in respect of the area of wharf shed room available for the handling of freight at this port, Galveston ranks ahead even of New York. This splendid wharf front is owned by the United States Government, State of

Large Steamer Laying at Southern Pacific Docks.

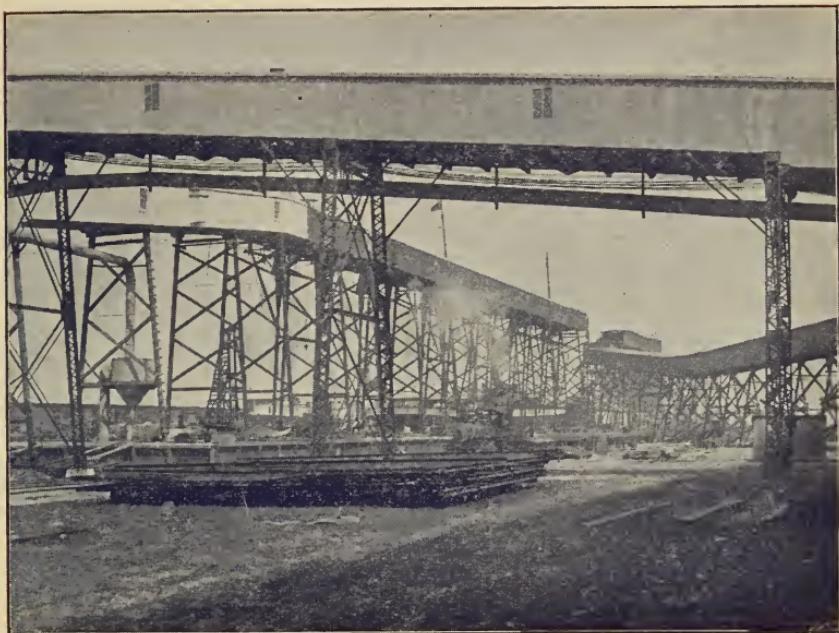


Texas, Galveston Wharf Company, Southern Pacific Company, Santa Fe system, Rock Island system and the Galveston City Company.

Galveston is only one hour from the deep sea for a laden steamer, having now a minimum depth of 27 feet of water in the channel, which will soon be increased to thirty feet, with a width of 1200 feet, under a Government contract now being carried out.

According to the Government report for the fiscal year of 1902-03, Galveston foreign exports were valued at \$104,121,087.

The great fleet of Southern Pacific freighters put into active service between Galveston and New York about a year ago, has fulfilled the promise of an enormous increase of traffic through this port. All the freight to and from all parts of Texas, Colorado, Utah, New Mexico, Old Mexico, Arizona, California, Oregon, the Hawaiian

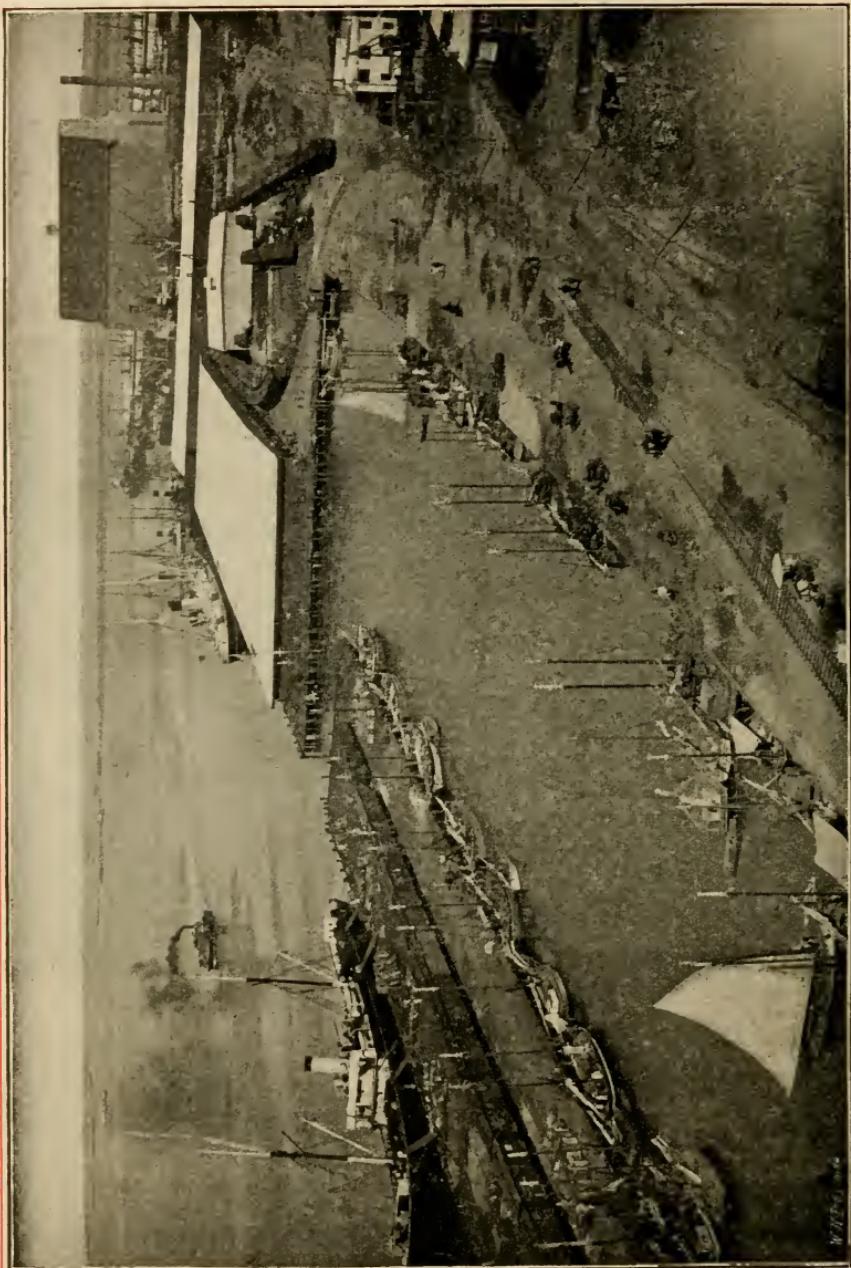


Grain Elevator at Southern Pacific Docks.

Islands, China, Japan, Philippine Islands, and Australia, handled by the Southern Pacific, is now routed via Galveston. This tonnage alone amounts to at least 20,000 tons a week the year round, while during the busy season it often reaches the enormous aggregate of 40,000 tons of freight per week.

The splendid freight and passenger service of the Mallory Line between New York and Galveston is continuously increasing in volume and efficiency. New ships are being added to meet the growing demands of the enormous traffic handled by this company, which has for many years been one of the most important factors in the upbuilding of this port.

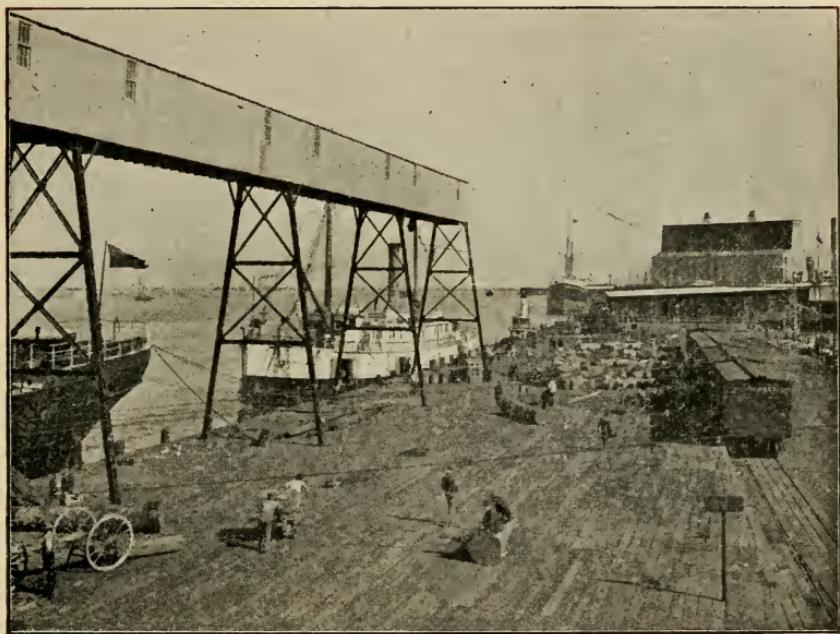
Wharf Scene, Looking East, Showing Mosquito Fleet.



Galveston is the product of geographical location and the necessities of commerce, and Nature has marked her for a splendid future as the gateway for the great West and Northwest. It is now easily the chief port of the Texas coast, and with the construction of the Isthmian Canal is destined to be the chief port of the Gulf of Mexico. It is only a short distance from the great oil fields of Texas, where the motive power of the future lies stored. It is here the rail and water lines meet, and irresistibly and inevitably the tide of commerce is flowing through this port in constantly increasing volume.

RECORDS THAT WERE BROKEN.

Galveston has passed Boston-Charlestown (Mass.), and now holds



Wharf, Foot of 20th Street.

third place in the rank of exporting points in the United States.

Galveston advanced from twenty-third place to eighteenth place in her rank as a port of entry among the Ocean and Gulf ports.

Foreign export values for the fiscal year amounted to \$104,121,087, an increase over the previous banner year of the port by \$2,158,295, being the only port in the United States passing her old high record.

All records in custom house receipts were broken, last year's receipts being exceeded 116 per cent.

Total value of freight handled in Galveston harbor for the year was \$447,910,707, an increase of \$201,343,461 over the previous year.

Above, behold the bluest sky.
Beneath, upon the Gulf, its reflection,
And the gentle breeze that fans the cheek,
Is nowhere else as in Galveston.



We love the wide, deep water,
Where soothing breezes blow,
Wafting fragrance from Oleanders
Along the near-by shore.

German Training Ship Laying at Galveston Wharf.

SHIPPING FACILITIES OF THE PORT OF GALVESTON.

BY CHARLES FOWLER, OF FOWLER & McVITIE.

As water seeks its own level, so it is equally true that trade and traffic move along lines of least resistance.

No better illustration of this can be found than in the vast volume of business that has been moved through the Port of Galveston ever since the bar or obstruction at the entrance to the harbor was removed by the United States Government in 1895.

Recognizing the strength of Galveston's geographical position as the nearest tide water point, not only to the cotton fields of Texas and the Indian Territory, but also to the vast granaries and mineral wealth of the West and Southwest, an area covering fully one-third of the Union, the Federal Government expended \$8,000,000 in obtaining sufficient water to float the largest ocean carriers of the world.



Wharf Scene, Looking West.

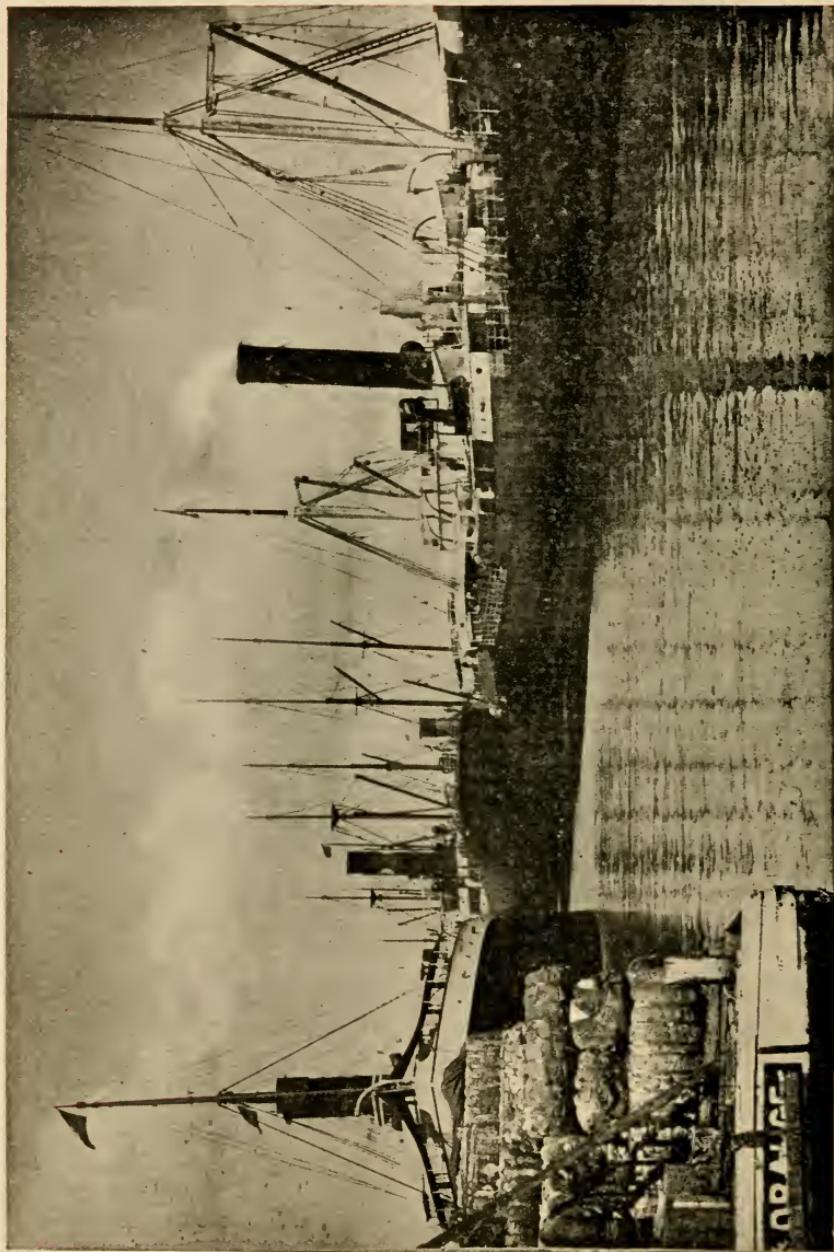
But "one swallow does not make a summer," nor do thirty feet of water alone make a first-class port.

Harbor facilities, wharves, warehouses, elevators and a well organized system of terminals are just as essential as deep water.

Fortunately Galveston had some far-sighted men, who so promptly realized the exigencies of the situation, that the port was equipped for a large increase of business several years in advance of the actual requirements.

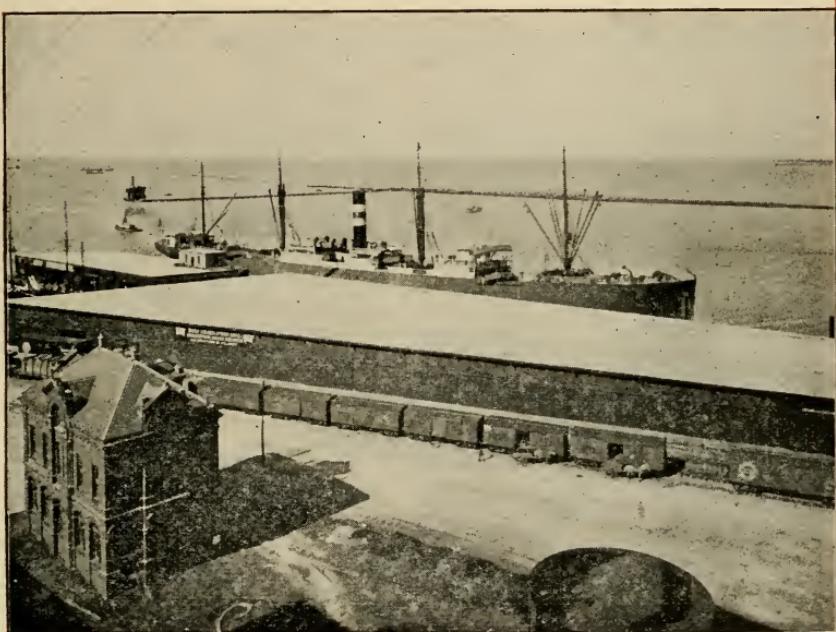
The spirit of progress and enterprise was given a concrete form in the splendid and unflagging efforts of the Wharf Company, to which are largely due Galveston's prestige of today and the strength of her position as one of the five most important ports of the United States.

From the following statement one can form an idea of the extent and capacity of the facilities afforded by the Wharf Company.



Scene on Galveston Wharf, Showing Four Large Steamers and Barge of Cotton.

1. The total length of improved wharf front is 21,641 lineal feet, or 4.1 miles.
2. The total area of property is 252.36 acres.
3. The warehouses and sheds cover an area of 1,594,289 square feet.
4. The storage capacity of the sheds is 309,858 bales of cotton placed on end, but if the cotton was tiered the entire crop of Texas could be put under cover.
5. The wharf company terminals consist of thirty-six miles of track laid with 70-pound standard steel rails, which together with all the latest improved switches, afford ample capacity for the storage of cars and a handling capacity of over a thousand loaded cars per day.
6. Marine ways, with a capacity for hauling out vessels of over 700 tons.
7. Two grain elevators of an aggregate capacity of 2,500,000 bushels, which, together with the Texas Star Flour Mills elevator of 750,000 bushels capacity and the Southern Pacific elevator of a million



Galveston Bay, Showing Government Improvement of C.H. whar.

bushels, give the port an aggregate elevator capacity of over 4,000,000 bushels.

Elevator "A" has a capacity of delivering into vessels 70,000 bushels of grain per hour and unloading 200 cars of grain per day, being one of the most rapid handlers of grain in this country.

From the time it became apparent that it would be necessary to meet improved conditions on the bar and provide for vessels of deeper draft, that is, from 1890 to 1903 inclusive, the Wharf Company has expended over \$700,000 for the purchase, maintenance and operation of its dredging plant, which is only used for the purpose of dredging and deepening in front of and around its wharves.

In April, 1869, by decree of compromise the city waived all claim to the streets from Avenue A to the harbor line, running through the Wharf Company's property, receiving 6222 shares of stock, being one-

A wide, wild stretch of water,
Over which glide mammoth ships,
Yet despairs to quench the thirst
Of one that puts it to his lips.



German Battleship, Laying at Galveston Wharf.

A multitude of weary hearts,
From countries far and near,
Come to enjoy refreshing baths,
Found nowhere else, like here.

third of the stock. On this the city has collected over \$900,000 in dividends.

Taxes—The Wharf Company pays between \$40,000 and \$45,000 annually.

The Wharf Company expended \$400,000 in restoring its property after the storm of September 8, 1900. It went to work immediately repairing the damage, giving employment to a small army of laborers, not hesitating at expens., but using every means at its command to place its property in shape to handle the business of the port as soon as the railroads could bring it in. This they accomplished, and when the bridge was repaired, enabling the trains to enter our city, the Wharf Company was prepared to furnish facilities to handle all the business tendered them, so there was not one day's detention to shipping through any fault of the company.

Their elevators were badly damaged, Elevator "B" being almost a total wreck, yet they delivered grain to a vessel on September 22, only fourteen days after the storm, thus showing the prompt manner



Galveston Wharf Front, Looking East. Two Large Steamers that Carry a Million Dollar Freight Laying at the Docks.

in which the repairs to their property were made.

From 1890 to date the Wharf Company has expended over \$2,000,000 in improving its property, building elevators, sheds, wharves, railroad tracks, etc., thus increasing the value of its property to \$5,000,000, and enabled it to keep pace with the demands of commerce; in fact, it has kept ahead, so that they have been able at all times, to properly care for all business seeking an outlet through our port.

No stronger refutation of the charge of monopoly could be found than in the enormous increase of the business of the port while in the "clutches" of the alleged "octopus." Moreover, the advent of the Southern Pacific Company and the construction of its unexcelled terminal facilities, are conclusive evidence that Galveston is in the full enjoyment of all the advantages to be derived from vigorous and healthy competition. The benefits that will accrue from her latest

acquisition will be almost incalculable. It would not be inappropriate to quote from a recent interesting publication on the subject of the Southern Pacific Terminals:

"When the Southern Pacific began its extensive improvements at Galveston a year or two since it was with a view of accommodating its facilities to the growing demands of trade and commerce generally. The constantly augmenting business of exports of all classes of American products to the consumers of the globe severely taxed the trade institutions, crowding the wharves and docks of the various seaports at periods when traffic congestion seriously crippled all departments of the great transportation lines of the country.

"The permanent deep water at Galveston, the magnificence of the harbor and the converging of rail lines to the city in question, made the proposition extremely attractive, and the fact that the great crops of the West sought egress through Gulf ports precluded all possibility of failure or any lack of trade. Thus the determination of the Southern Pacific to erect the vast system of sheds, docks, elevators, con-



Scene at Hogan's Alley.

vendors and other loading and unloading appliances, was based upon results of observation and upon the necessities of the situation which the promoters of the improvement realized and appreciated.

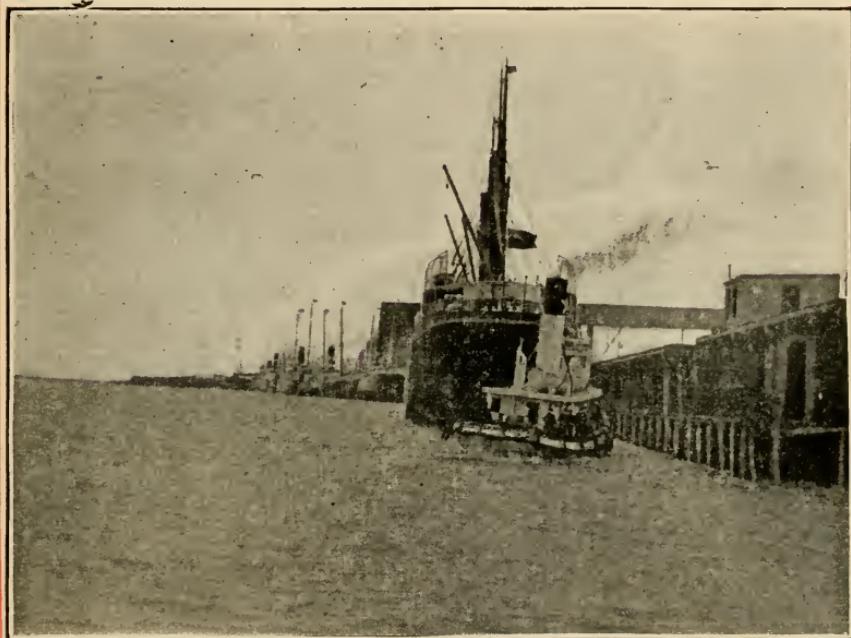
"To date the Southern Pacific has expended over \$2,000,000 in its Galveston terminals, and this sum will be constantly increased in the near future by the addition of other improvements demanded by the trade.

"A million bushel grain elevator is being erected on Pier A, and will soon be completed. A large power house is being built to accommodate the machinery for operating the elevator, and other projects are contemplated in the interest of the great railroad and steamship company, which means so much for this port and the whole Southwest. The dock and terminal improvements completed to date and

agreed upon for immediate construction, represent an outlay of \$2,500,000 in round figures."

Another evidence of Galveston's freedom from the thrall of monopoly lies in the fact that the Gulf, Colorado and Santa Fe Railway Company has a large area of property east of Tenth street and a valuable frontage on the channel, as has also the Rock Island system west of the Southern Pacific docks, which will be developed as soon as the need of more facilities than the Wharf Company can furnish will warrant.

If there is a scintilla of doubt as to the strength and importance of Galveston's position as a port, or of her future greatness as a municipality it must be dispelled by the recent action of the Fifty-seventh Congress in undertaking in accordance with plans of the United States Engineers, the restoration of the jetties at a cost of \$1,500,000, the repair and rebuilding of the fortifications at a cost of \$1,000,000, and the improvement of the inner harbor channel to a width



Galveston's Wharf Front, Looking East.

of 1200 feet and a depth of thirty feet, at a cost of over \$1,500,000, which will make Galveston the peer of any port in the world.

No one should brood over growing old, but should hold fast to youth and vigor. Many look at the end of life, when they have scarcely begun its journey, and leave no sea between the two shores. It is neither healthy nor wise to dig graves before there is need for them, nor to strain the ear to hear the rattle of clods upon the coffin—keep young. Don't waste the spring-time of life brooding over its winter, and it is apt to be a late one. Man was born for action, for use. Some writer has said his first fifty years are his school days, and the next fifty are those in which to live—and we will add, not in chimney corners, but in giving the results of an active, well ordered life, to increase the common wealth of the world.

LARGE EXPORTS.

The Report of the Clearances Foot Up Nearly 100,000 Bales.

The exports for the twenty-four hours ending this morning (October 1, 1903), as reported by the Cotton Exchange, were very heavy. The total of the different steamers is as follows:

Liverpool, steamer Wanderer.....	9,598
Manchester, steamer D. Larrinaga.....	6,351
Liverpool, steamer Irada.....	10,560
Havre, steamer Mohawk.....	14,250
Havre, steamer Yola.....	6,807
Havre, steamer Swanley.....	11,372
Havre, steamer Iran.....	7,307
Genoa, steamer Monviso.....	10,600
Naples, steamer Monviso.....	1,200
New York, steamer Concho.....	5,047
Total.....	83,102

TWENTY YEARS OF PROGRESS.

Following is a statement showing the progress of Galveston as a cotton market for a period of twenty years. The figures are taken from the last column of the "Galveston Daily Statement," as kept by the Galveston Cotton Exchange, on the last day of the season each year, and shows the receipts and disposition of cotton for the entire season:

Receipts—	1902-03.	1901-02.	1892-93	1882-83.
Net	2,093,070	2,090,710	1,047,910	863,104
Other ports.....	.....	.....	.....	17,345
Gross	2,093,070	2,090,710	1,047,910	880,345
Exports—				
To Great Britain.....	655,498	880,390	455,831	315,814
To France	328,997	352,739	133,748	39,328
To Continent.....	610,290	533,815	172,712	137,743
To Channel.....	11,850	6,100	.....	22,859
Total foreign.....	1,636,635	1,733,044	762,291	524,376
New York.....	450,086	839,837	279,386	213,416
Morgan City.....	.....	.....	9,157	84,507
Other ports.....	34,896	.....	628	51,988
North by rail	1,771	1,560	166	194
Total coastwise.....	486,753	341,397	289,697	349,805
Local consumption.....	4,256
Total exports	2,138,388	2,114,441	1,056,244	871,181

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DISTANCE IN MILES.

The increased business at the port of Galveston is explained partly by the improved harbor and facilities for handling freight and partly by the fact that shippers are beginning to take into consideration the fact that Galveston is nearer to the large business centers by many miles than New York City:

From—	To Galveston.	To New York.	Miles nearer.
San Francisco, Cal.....	1,620	2,560	340
Los Angeles, Cal.....	1,350	2,443	1,093
Salt Lake, Utah.....	1,240	1,990	750
Denver, Col.....	930	1,670	740
Cheyenne, Wyo.....	990	1,648	658
Santa Fe, N. M.....	790	1,805	1,015
El Paso, Tex.....	694	1,948	1,254
Lincoln, Neb.....	815	1,254	439
Topeka, Kan.....	680	1,226	546
Yankton, S. D.....	936	1,282	345
Omaha, Neb.....	839	1,214	375
St. Louis, Mo.....	705	946	241
Little Rock, Ark.....	408	1,153	745

SHIPPING.

"Greater Galveston, where rail and water lines meet."

The statement that Galveston is destined to be one of the leading ports of the United States is no longer a prediction. That prophecy has been fulfilled and Galveston is one of the leading ports of the country. Situated as she is, only one hour's run from the deep sea, and at the very door of a large and rich territory, nothing has been able to stop her progress. With the development of industries and the increase of population and production in her territory, the port of Galveston has kept pace in added facilities for handling outgoing and incoming cargoes. To-day there is not a country of importance in the world that has not direct connection with Galveston. Regular line service is becoming popular, and as the country develops new lines are established, until Galveston now offers a foreign steamship service barely surpassed by any port in the United States. The



Scene at Fowler & McVitie's Coal Elevator.

coastwise trade is well looked after, the New York business being handled by two prominent lines, which together have five vessels in and out of the port each week. The lines are the New York and Texas steamship line (Mallory line) and the Southern Pacific-Morgan steamship line. In connection with the coast wise trade there are three tank lines to Sabine Pass, a steamship line to Brownsville, two schooner lines to Brownsville, three schooner lines to Corpus Christi, and numerous small vessels plying between Galveston and nearby ports. The foreign trade is cared for by fifty-three lines of steamships, besides numerous tramp steamers. All these lines do not have regular sailings the year round, but through the busy season, which lasts from September until April, sailings on all lines are frequent.

Referring to the depth of the water in the harbor and on the bar,

the following record of deeply laden vessels passing out over the bar during the last year is conclusive proof that Galveston is a deep water port, even without the improvements now in progress:

	Feet. Inches.
April 18—Ss Irada (Br)	25 6
July 29—Ss St. George (Br)	25 3
Aug. 21—Ss Monomy (Br)	25 3
Aug. 24—Ss Ikbal (Br)	25 0
Sent. 12—Ss Inchmaree (Br)	25 2
Sept. 17—Ss Breslau (Ger)	25 0
Oct. 25—Ss Chemnitz (Ger)	25 0
Nov. 29—Ss Mineola (Br)	25 4
1903—	
Jan. 13—Ss Frankfort (Ger)	25 1
Feb. 2—Ss Cassel (Ger)	26 6
Feb. 10—Ss Irak (Ger)	25 10
Mar. 9—Ss Rio Jano (Span)	25 10
Mar. 24—Ss Ramore Head (Br)	25 6
April 10—Ss Atlantian (Br)	25 8
May 6—Ss Alexandria (Br)	25 6
May 15—Ss Irada (Br)	25 10
May 27—Ss Inchmaree (Br)	25 9
June 25—Ss Inchulva (Br)	25 6
June 30—Ss Acilia (Ger)	25 11
Aug. 8—Ss Dictator (Br)	25 8
Aug. 13—Ss Alexandria (Ger)	25 7

—o—

GALVESTON'S RANK AMONG PORTS.

As a result of the enormous foreign trade that Galveston has enjoyed during the past fiscal year, the port has advanced one number in its rank among exporting ports of the United States and now holds third place from the top of the list. It also holds the proud distinction of being the only port in the United States that passed its old record and set up a new mark for export values. The fiscal year 1900-01 was the banner year for export values for the United States and for every port in the country. Since that time there has been a falling away of export values, in 1901-02 all ports suffering to a greater or less extent. Galveston was on the list that did not that year equal its banner year, but came nearer doing it than any other port. For the year just closed she passed the high mark and sent out to foreign countries goods valued at \$104,121,087. In 1901-02 Galveston passed Baltimore and in 1902-03 Boston-Charlestown (Mass.) was left in the rear, with Baltimore taking fifth place in the list. While Galveston gained \$2,243,787 over its banner year, Baltimore fell away \$24,534,584, Boston-Charlestown (Mass.), \$55,581,788, New Orleans \$3,704,080, and New York \$112,905,414.

Galveston's rank among the Gulf ports in total trade is still second, and second also in rank as an exporting point. As a port of entry her rank among the Gulf ports is fourth, which is also the same position the port occupied in 1901-02 and the year previous.

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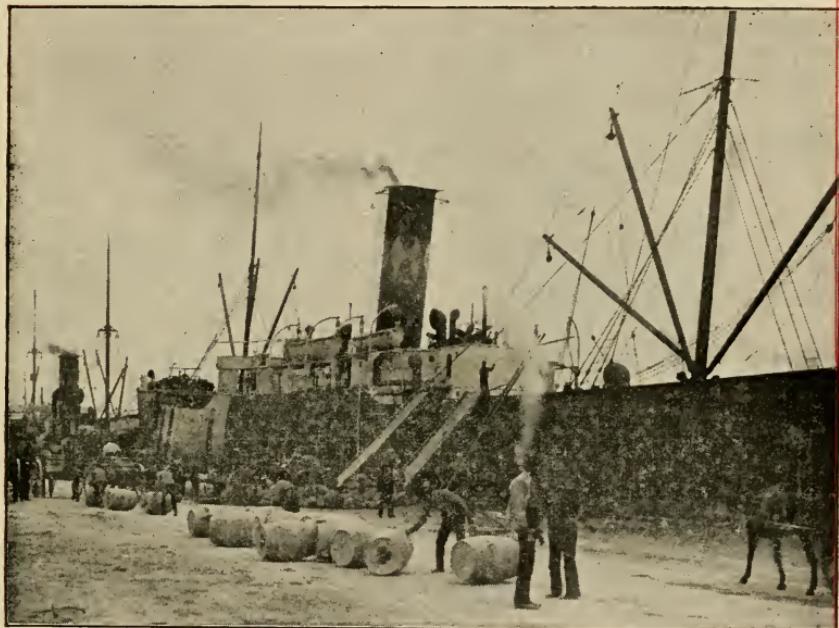
It is said that Carot, catching the sunlight on his palates and transferring it to canvas, was once so surprised and gladdened that he burst into song, and shouted for joy. And wishing to share this joy with another he looked about and saw a peasant trudging along the road. Carot ran to him, embraced the astonished man, and seizing him by the arm ran across the meadow and standing him before the canves, said: "Look at that! Look at that! I've got it at last, look at that!" This was the result of earnest endeavor, but the peasant did not see it—he had not been looking for it—and the sunlight: not being in his soul, he could not perceive it when it was mirrored in a picture.

While some may not see the ability of Galveston to cope with the mammoth enterprise, she feels her strength, and is possessed of the foresight to know that it will succeed.

BUSY WHARF SCENES.

From the Galveston Tribune, October 1, 1903.

The last days of September were busy ones here, especially in regard to cotton shipments, and there were more vessels clearing and sailing Wednesday—the number footed up nine—than often happens in the busiest of seasons, and they presented a pretty picture as they passed out of the harbor, firing their rockets as a farewell salute. The receipts of cotton for the month amounted to 184,836 bales, and the movement did not fully start until some ten days since, while the receipts of grain—wheat, corn and rye—reached the number of 3633 cars. Despite the large number of vessels sailing yesterday the harbor is well filled with ships and they are arriving almost hourly, as there is a large fleet on the way to this port.



Busy Wharf Scene.

Some idea of the magnitude of the business transacted at this port can be formed by an epitomized statement of the exportations to foreign countries and their appraised value, which is as follows: Cotton, 91,798 bales, valued at \$4,802,398; 982,000 bushels of wheat, valued at \$829,114; 34,284 bushels of corn, valued at \$16,113; 40,554 barrels of flour, valued at \$149,291; 15,875 feet of walnut lumber, valued at \$1,111; 204 walnut logs, valued at \$6,814; 301,560 feet of pine lumber, valued at \$6,372; 164,955 staves, valued at \$17,771; 4,353 bags of zinc ore, valued at \$15,894; 11,084 sacks of cotton seed meal, valued at \$120,530; 1,793 sacks of copper matte, valued at \$15,814; 290 sacks of mineral wool, valued at \$1,530; 500 sacks of meadow fescue grass seed, valued at \$6,180; 4353 sacks of zinc ore, valued at \$10,890, and 542 barrels of soap stock, valued at \$2,056. The total value of the exports during the three last days of September was \$5,995,060. The large shipments of flour to foreign ports is particularly noticeable.

People who are inclined to mope and give up, should come to our little city by the sea and learn self-reliance, and what the combined will and purpose of a community can achieve. We have given defeat and failure back seats. We work to succeed



Market Street, Looking East, Showing Scottish Rite Parade.

Some may doubt the success of the seawall, but that does not lessen courage and the efforts that are being made in its construction. They only serve as ballast to a ship, and are received as such.

GALVESTON'S RANK AS A COTTON PORT.

As a further evidence of the progress of Galveston as a cotton port, the net receipts of cotton at all United States ports for the same years are given below, the smaller ports being combined as "other ports." So far this year, 1903-04, Galveston is 465,893 bales ahead of New Orleans, thus making her the first cotton port in the world.

PORTS—	1903-04	1902-03	1892-93	1882-83
Galveston	2,038,231	2,093,010	1,047,910	863,104
New Orleans	1,572,338	2,316,617	1,620,079	1,674,524
Mobile	179,407	216,557	182,884	311,977
Savannah	1,004,146	1,297,453	791,211	817,670
Charleston	142,191	200,489	287,496	570,077
Wilmington	307,642	328,272	159,394	129,146
Norfolk	387,405	509,437	297,301	798,676
Baltimore	18,343	49,046	66,893	89,347
New York	28,533	57,577	107,068	152,184
Boston	12,367	99,040	123,751	192,101
Philadelphia	7,559	27,449	73,212	99,141
Other ports	285,276	525,202	330,132	284,156
Totals.....	5,983,438	7,720,209	5,081,394	5,892,483

CUSTOM HOUSE RECEIPTS.

Following is a statement of duties collected by months during the fiscal year 1902-03 and a comparative statement of all moneys collected at the port:

July	\$15,399 10	January	72,835 95
August	20,271 70	February	11,238 64
September	35,900 11	March	35,132 93
October	39,928 98	April	36,511 18
November	33,379 64	May	20,808 70
December	42,758 79	June	24,338 94
		Total	\$388,504 57

Following is a statement of duties paid and cash from all sources received at the custom house at this port for the fiscal year 1902-03, compared with the three previous years:

Year—	Number of entries.	Amount	Cash from
		duties.	all sources.
1902-03	1,426	\$388,504 57	\$448,519 00
1901-02	1,117	179,084 12	220,321 79
1900-01	772	152,429 72	196,37 78
1899-00	799	154,199 26	233,870 22

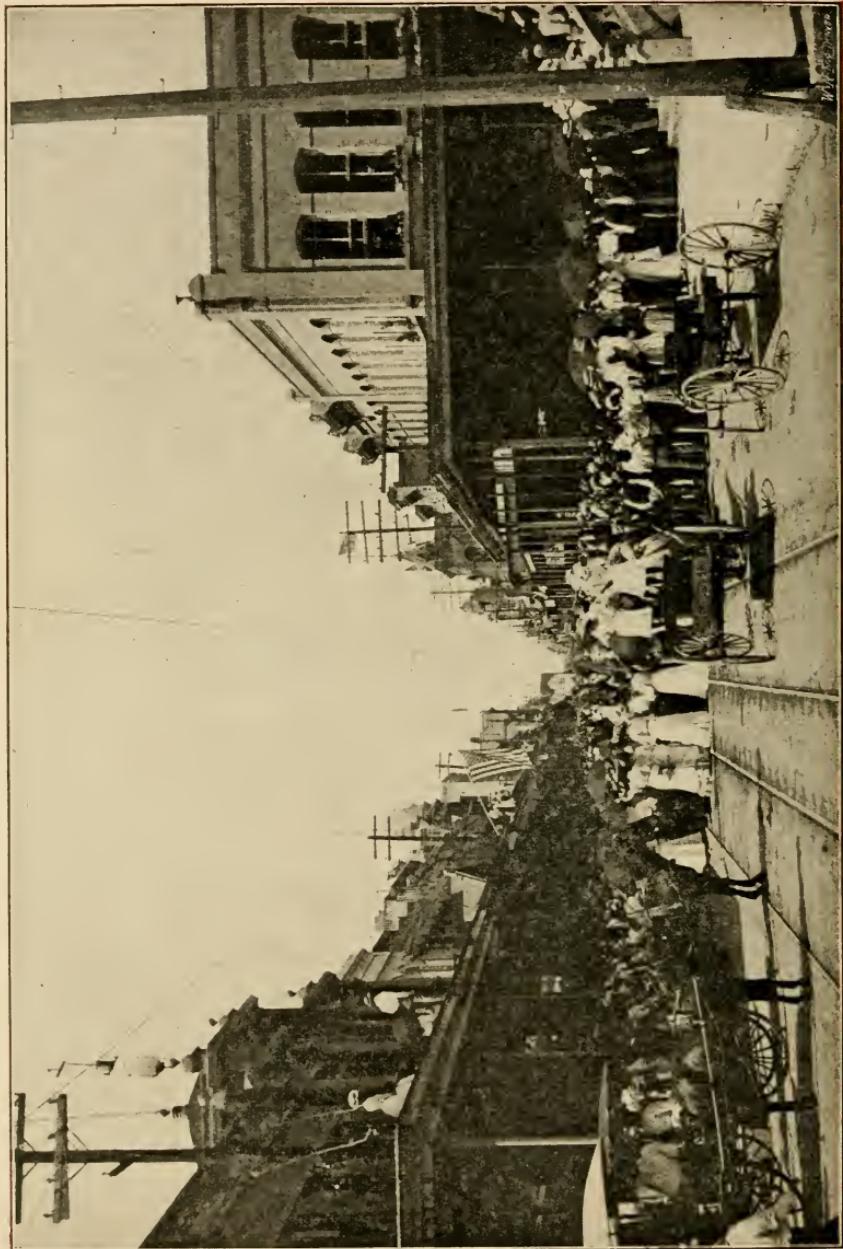
The increase of duties paid in 1902-03 over the previous year, as indicated in the above table, is \$209,420.45, and the increase in all moneys received \$228,197.21.

The total value of goods handled over the Galveston wharves for the year just closed was \$447,910,707, compared with a valuation of \$246,567,246 for 1901-02, showing an increase of \$201,343,461. This increase was due largely to our expanded coastwise trade, due to the union of steamship and railroad lines of the Southern Pacific system at the port of Galveston.

Following is given the approximate value of the freight handled coastwise at the port of Galveston for each month of the fiscal year 1902-03:

July	\$13,877,856	January	40,205,635
August	23,046,280	February	25,109,213
September	19,673,275	March	27,782,829
October	34,166,069	April	31,635,652
November	38,821,267	May	29,121,100
December	30,495,114	June	29,389,618
		Total	\$342,278,279

The total value of freight handled coastwise over the Galveston wharves during the past year was \$342,278,279.



Market Street on Labor Day, Looking West.

GALVESTON COTTON EXCHANGE STATEMENT.

The following statement of receipts, exports, local consumption, weight of bales, both round and square, at Galveston, for the season of 1902-03 was furnished by S. O. Young, Secretary of the Galveston Cotton Exchange. (Round bales counted as half bales):

	1903.	1902.
Net receipts.....	2,093,070	2,090,710
Gross receipts.....	2,093,070	2,090,710
Exports to Great Britain.....	685,493	880,390
Exports to France.....	328,997	352,739
Exports to Continent.....	610,290	533,815
Exports to Japan.....	None	None
Exports to Mexico.....	11,580	6,100
Exports to coastwise ports.....	482,982	341,397
Shipped to interior points north of the Potomac.....	None	None
Shipped to interior points south of the Potomac.....	1,171	None
Local consumption.....	None	None
Average weight of year's receipts (pounds).....	519.54	522.28
Stock August 31.....	1,131	31,449
New cotton received to close of August.....	594	56,363
Average value of bales.....	\$51.47	\$44.39
Burned	None	None
Total round bales received.....	381,750	230,718
Average weight of round bales (pounds).....	253.80	254.19

FOREIGN IMPORTS BY MONTHS.

As will be seen by the following table, foreign imports actually consigned to Galveston make up less than one-half of the foreign goods actually entering the port and handled by the Galveston laboring man from the ships to the cars. In the table below values of goods consigned direct to Galveston will be termed "actual," those consigned to interior ports without appraisement at this port "in transit" and those consigned to foreign countries through this port "in bond."

Month—	Actual.	In Transit.	In Bond.
July	\$71,398	\$10,692	\$60,301
August	108,440	18,849	168,324
September	117,661	10,310	118,254
October	134,529	143,324	89,050
November	109,773	154,203	150,416
December	141,303	18,750	18,984
January	404,970	164,454	72,202
February	36,595	7,236	8,160
March	114,519	21,741	165,653
April	99,881	88,028	12,206
May	82,829	64,555	2,540
June	83,447	116,832	34,351

Total..... \$1,511,345 \$819,242 \$902,451
 Grand total of foreign goods handled during the fiscal year of 1902-03
 on the Galveston wharves, \$3,233,089.

FIRST COTTON PORT.

From the Galveston Tribune, Jan. 12, 1904.

"Galveston is this season maintaining her prestige as the leading port of the world as never before. At this time last year New Orleans was ahead of her by a few thousand bales, but now Galveston leads by about half a million bales. It is not at all probable that this advantage will be overcome before the end of the season, and for the first time in her history the Texas port will have the proud satisfaction of posing as the greatest of cotton ports. This is as much a matter of pride to Texas generally as to the Pirate Isle."

The foregoing very pleasant editorial expression of the San Antonio Express is appreciated by Galveston, and its prediction that this port will close the cotton season in the lead is sure to be verified. The

Express is in error, though, in the statement that this will be Galveston's first year at the head of the list of cotton ports. The season of 1898-99 closed with Galveston ahead of New Orleans over 100,000 bales. The following season the inundation of the cotton fields along the bottoms of the Brazos and tributary streams wiped out an enormous amount of cotton that would have come to this port, hence New Orleans again led. During the next season we were visited by the hurricane which set the port back somewhat, but now Galveston is

FOREIGN EXPORTS BY COUNTRIES.

Country—	1902-03	1901-02	1900-01	1899-00	1898-99	1894-95
Belgium.....	\$6,235,790	\$3,390,057	\$5,278,000	\$4,652,334	\$3,417,243	\$389,315
Germany.....	29,394,442	25,094,623	27,193,704	25,235,723	16,938,063	10,230,748
Italy.....	4,479,446	2,406,243	957,905	128,206	36,430	...
Netherlands.....	5,168,347	3,662,208	4,803,538	6,207,878	6,246,709	206,943
England.....	35,574,473	40,322,855	44,162,225	27,733,517	33,850,935	23,688,605
Mexico.....	927,127	994,105	997,976	707,637	1,130,256	92,813
Cuba.....	274,346	284,949	189,176	986,249	1,050,431	229,069
Denmark.....	824,473	1,003,978	336,467	1,257,342	1,490,249	80,903
France.....	16,463,226	16,316,320	16,800,041	16,289,427	12,628,364	6,202,750
Ireland.....	2,121,691	846,771	1,059,246	634,612	101,901	...
Argentine Rep.....	.....	14,912	11,917	13,723	.....	...
British W. Indies.....	.....	.....	8,400	.....	30,810	24,830
Scotland.....	.....	.....	247,791	.....	23,245	...
Canary Islands.....	.....	.....	6,000	.....	6,175	...
Uruguay.....	.....	9,258	8,711	.....	...	...
Nicaragua.....	.....	873,175	.....	.....	...	...
Spain.....	347,311	249,473	.....	.....	...	...
Russia.....	14,092	10,466	.....	.....	...	...
EGYPT.....	215,605	.....	.....	.....	...	...
Austria-Hungary.....	142,234	.....	.....	.....	...	...
British S. Africa.....	.....	.....	.....	.....	...	...
Grand total.....	\$104,121,087	\$96,181,423	\$101,962,792	\$86,376,486	\$78,994,652	\$41,886,650
Expts f'm Sabine Pass.	61,843	138,935	.....	.....	...	...

coming into her own, and from this season forward the Texas port will prove to be the leading cotton shipping port of the world, as Texas is the first cotton producing State of the Union.

In addition to the shipments direct to foreign countries, the regular steamers of the Mallory and Southern Pacific lines took out a large amount of cotton wool, hides, sugar, canned goods, wines, copper bullion and many other commodities which are not enumerated in the summary given above.

GALVESTON OF TODAY.

New Orleans Editor's Handsome Tribute to the People of This City.

Mr. J. M. Leveque, the brilliant editor and owner of the Harlequin



Rosenberg Monument to the Heroes of Texas Independence.

of New Orleans, after visiting Galveston and having inspected the work accomplished by her people since the great storm, returned home

and published a report, of which the following is an extract:

"In the heart of Galveston there stands a magnificent statue commemorating the heroism of those great Texans who, through a toil of hardship, doubt and disaster, founded the splendid Republic.

"Looking from opposite sides of the column are two bronzes of heroic size, figures of women, representing respectively 'Courage' and 'Honor.'

"I do not know whether it be the rare excellence of the sculptor's art or the emotions that surged upon me as I looked at them, but it seems to me no one can look upon and ever afterward forget either of these faces. The towering purpose of the one, the clear-eyed gaze, the sweet, sedate, inexplicably unapproachable, yet tender simplicity of the other, each chisel themselves out in the memory and the imagination and set themselves up there—memories for a lifetime.

"It seems to me that both these expressions might fittingly stand for the modern heroes of Galveston as well as for those illustrious sons of early Texas. Greater courage, higher honor, was never exhibited by a people than that with which Galvestonians have reclaimed their city from the wreck and ravage of a storm which will go down as the greatest single catastrophe in history.

"I spent a day in Galveston last week. I had not seen the city in nine years. To such a one there is scarcely a scar left by the storm. The stout men of Galveston are rebuilding the former confidence and prestige with a care, cunning, solidity and thoroughness not second to that they have employed in obliterating the physical traces of the storm. They have reached a stage of success on this gigantic undertaking marking them giants of courage and stamping them men of the highest honor, for so genuine a love of home is the highest type of honor.

"It was my privilege to talk to several of the Galvestonians who were chief factors in the great reviving confidence at a time when stout-hearted, clear-headed men were needed—young men, too, men commanding great interests centered in Galveston. They exhibit the superlative degree of reviving confidence in Galveston. There is no sham in their attitude of mind. They view with calm vision the central fact that vast calamities may happen to the happiest of cities anywhere, at any time; that such an one as befell Galveston has never before happened in history, and that the unimpeachable logic of the law of chance in the world is that it will never happen again. In addition to this is the absolute guarantee of a tremendous protection project which, besides its physical utility, is the surest possible evidence of the city's self-confidence.

GATEWAY TO THE SOUTHWEST.

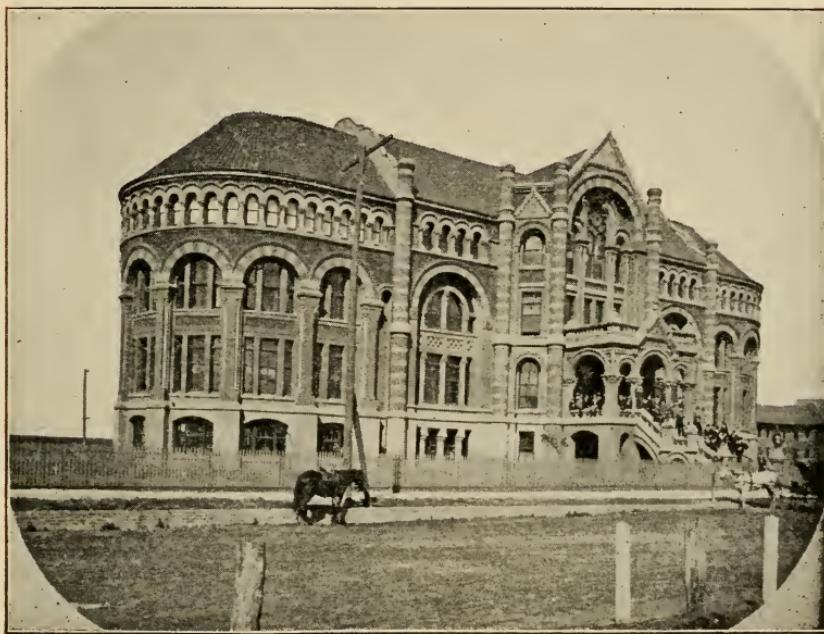
Situated as is Galveston, the nearest seaport to the great states of Texas, Indian and Oklahoma Territories, Kansas, Colorado and New Mexico, she is the natural outlet for their products which passed through during the season 1901-02 to the value of \$96,181,423 the staple articles being cotton, of which she handled last year 2,000,000 bales; Cotton Seed Products, the total value of exports last year being \$5,330,750; Grain, of which 15,000,000 bushels passed through her elevators during the season 1900-01, an amount which will be greatly exceeded the coming year, receipts up to December 1st being double those of the corresponding period last season; Live Stock, the total exports last year being valued at \$126,238. While the above commodities represent the bulk of the export trade, there are a number of other articles in which the volume of traffic is fast increasing and bids fair to assume large proportions in a short time—Rice and its products, lumber, logs, staves, ore, flour and packing house products. One of the encouraging features of the shipping business at Galveston is the increase of the import traffic, commodities to the amount of \$1,192,758 being imported last year, an increase of 24 per cent over previous season. Notwithstanding the fine showing made in foreign trade, it is the coast wise traffic that the greatest strides have been made. The transfer of the Southern Pacific Steamship Terminals from New Orleans to Galveston has been an important factor, while the rapid growth and prosperity of Texas whole and coast country in particular, will account for a large share of the increase and assure its permanence. To tell the whole story in a nutshell—Galveston's total shipping business during the season 1901-02 was \$260,837,354.

THE RAISING OF THE GRADE.

BY THE GRADE RAISING BOARD.

On November 22, 1901, the Board of Commissioners of the City of Galveston appointed a Board of Engineers, consisting of Brigadier General H. M. Roberts, United States Army (retired); Alfred Noble and H. C. Ripley, engineers of national renown, to devise a plan for the protection of Galveston against destructive overflows.

On January 25, 1902, this board submitted a plan calling for the construction of a solid concrete wall and the raising of the city grade. This raising of the grade was not only intended to furnish a solid backing for the seawall, but also to prevent the water from the Gulf, in the severest storms, from ever reaching a depth in the city dangerous to life or property, and at the same time to furnish suffi-

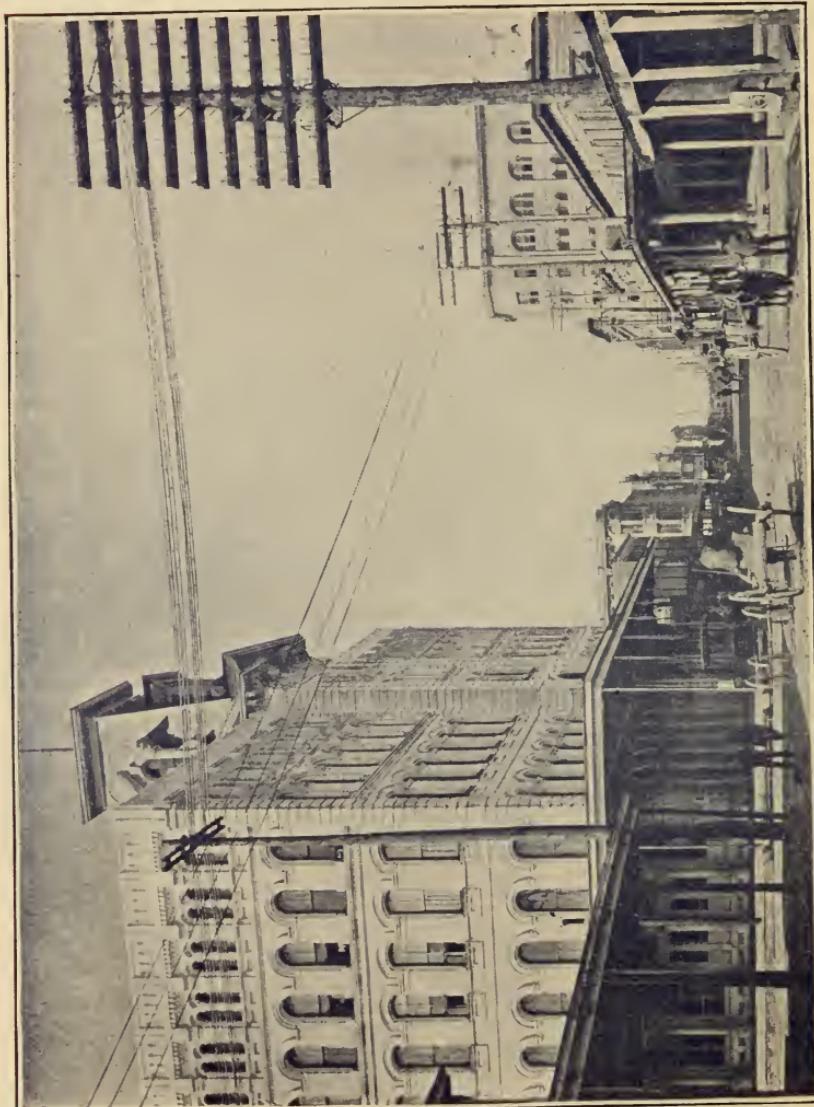


Medical College Building.

cient elevation for drainage and sewerage to the part of the city lying south of Broadway. The plan for protection submitted by this Engineering Board, was adopted as the best that could possibly be devised.

The County of Galveston (of which the city proper furnished eighty per cent of the taxable values), through the Commissioners' Court, agreed to construct the granite concrete seawall, providing a one-hundred-and-fifty-foot right of way and filling for same, with the understanding that the city would, if possible, undertake the task of raising the grade. Not being financially able to carry out this plan alone, the aid of the State was sought by the city, with the result that the Twenty-seventh Legislature donated, for grade raising purposes, the State ad valorem taxes and a part of the occupation and poll taxes collected on the property and from persons in the City of

Galveston for a period of two years. The amount received from the State under this act is approximately \$140,000. Acting under a platform demand, unanimously adopted at the last Democratic State Convention, the Twenty-eighth Legislature increased this donation by



View on Tremont Street, Looking North, Showing Tremont Hotel and Trust Building.

granting the same taxes for fifteen years additional, and extended same so as to cover taxes collected from property and persons in the entire county, instead of confining same to city alone. The Legislature further authorized the city to issue for grade raising purposes bonds

to the amount of two million dollars at a rate not to exceed five per cent per annum, and also declared the money donated by the State to be a trust fund for the purpose of aiding the City of Galveston in paying the interest and sinking fund on said bond issue. At the present tax rate and assessed valuation the amount to be received from the State is estimated at between \$70,000 and \$75,000 per annum, or, approximately, \$1,000,000 for the entire fifteen years. As the city improves and taxable values increase, the State donation multiplies. The city utilizing the sinking fund of its different bond issues, also the first two years taxes received from the State, will purchase from time to time one-third of the entire issue of \$2,000,000 grade raising bonds, the remainder of said issue to be either sold for cash or else delivered in part payment to the contractor.

The Legislature, through a charter amendment, also provided for the appointment by the Governor of the State of three resident citizens of Galveston to constitute a board for the management, control and direction of said grade raising, said board to be styled



Rosenberg Library.
Residence of D. B. Henderson to the Left.

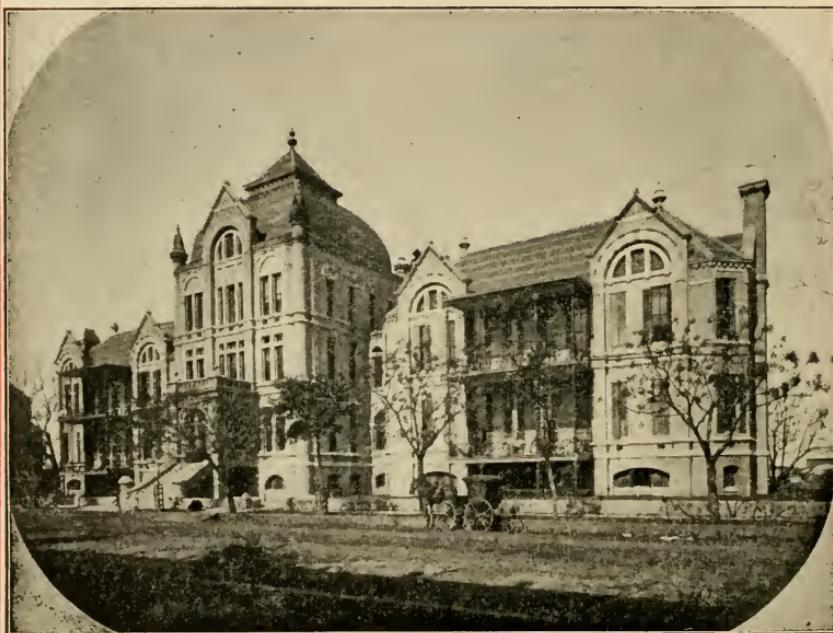
the "Grade Raising Board of the City of Galveston." On May 19, 1903, the Governor appointed Captain J. P. Alvey, John Sealy and E. R. Cheesborough. This board elected as consulting engineer Captain C. S. Riche, United States Army, who for six years past has been in charge of the Government Engineer's office at Galveston. This selection gave universal satisfaction, as Captain Riche is generally recognized as an engineer of splendid ability and of unquestioned integrity.

Mr. H. T. Wilson, a local engineer of wide experience, acting under the direction of Captain Riche, has made a very careful survey of the city, and his report shows that the amount of filling that will be required for the territory south of the north line of Broadway, extending to the Gulf, and also east of the west line of Thirteenth street will be 11,243,900 cubic yards.

The Board of Engineers in their report call for the raising of the city grade to eight feet above mean low tide at Avenue A, fronting on Galveston Bay; ten feet at Avenue J, or Broadway; twelve feet at Avenue P, and continuing this slope to top of seawall at the Gulf of Mexico, seventeen feet, thus forming a rise of one foot in fifteen hundred feet from the Bay to the Gulf.

On December 11th 1903, the Grade Raising Board awarded the contract for raising the grade of the city to P. C. Goedhart and Lindon W. Bates of 74 Broadway, New York, upon a basis of 18½ cents per cubic yard for filling in place, the total price being \$1,938,175, and the County of Galveston, which is building the seawall, contracted for the filling on the 100-foot strip back of the wall, upon a basis of 20 cents, a total of \$142,570, or a grand total of \$2,080,745.

The method of securing the filling and the plan of distribution to be employed by Messrs. Goedhart and Bates has met with general



John Sealy Hospital Building.

favor at Galveston. The plan, while novel, has been declared by all the engineers interested as feasible, and one that solves a number of perplexing problems. The material is to be taken from the bay and between the Government jetties by self-loading and discharging and self-propelling dredges, which will steam from the excavating ground through a distributing canal to pipe line stations, and then discharge their loads through pipes running down the streets and avenues. This canal will parallel the seawall right of way and the city proper. The earth taken from the canal will be placed on the seawall right of way, and when the contract has been complied with the canal will be filled to grade.

The contractors are to move the houses from the canal route to sites provided, rent free, by the city, and later return them to their original locations. The city leases the lots from property owners,

paying as rental all taxes for the period covered by the lease. The territory to be filled embraces private property, as well as streets, sidewalks and alleys, and there is no special tax or charge made against the private property for the filling placed thereon. Under the terms of the contract the entire filling is to be completed within three years. The canal will solve both the distributing and drainage problems and the source of supply for filling will deepen the navigable waters and channel close to the city, an improvement which will be of great value. The total cost of the seawall complete and the grade raising will be \$3,500,000

J. P. ALVEY,
JOHN SEALY.
E. R. CHEESEBOROUGH,

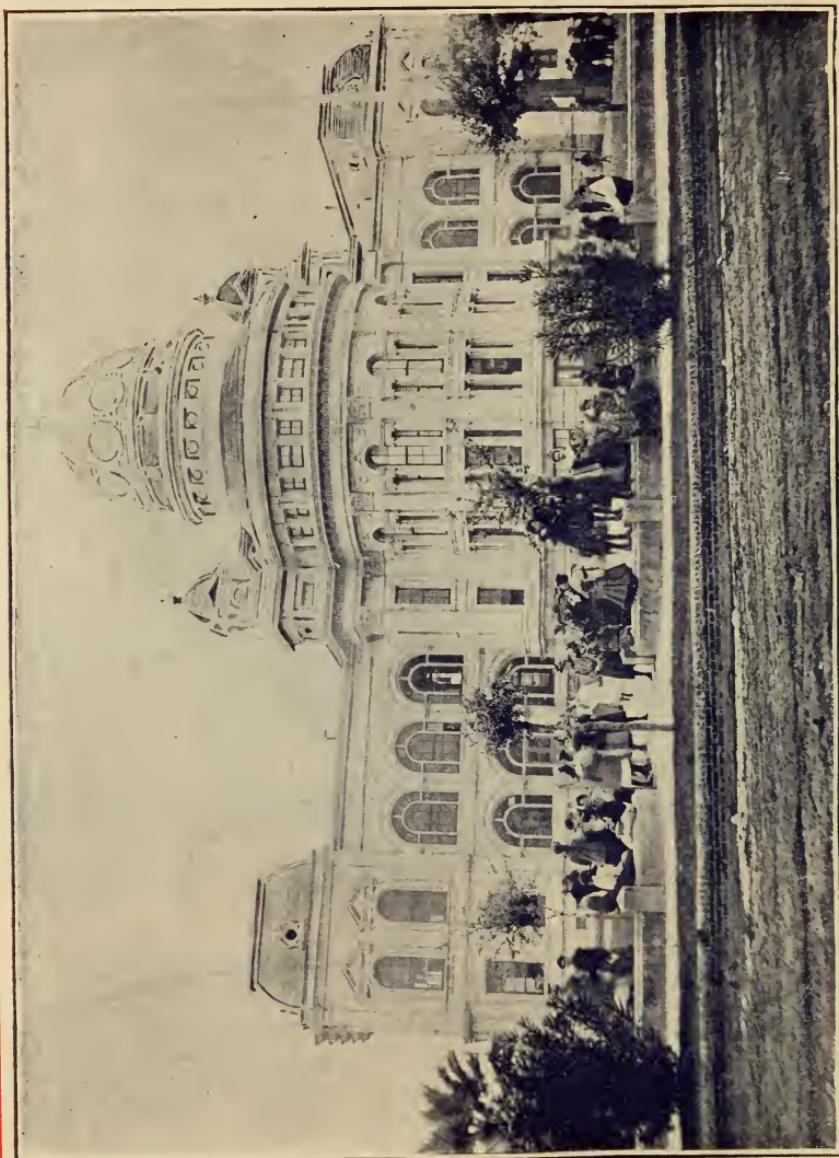


St. Mary's Hospital and Annex.

HARBOR.

Only one hour from the deep sea for a laden vessel, a spacious and beautiful harbor (for the further improvement of which the United States Government has recently appropriated \$1,050,000) is reached after a short passage through the channel with a minimum depth of 27 feet, protected on either side by the most magnificent system of rock jetties in the world, 35 feet high, 100 feet wide at the base and over 6 miles in length. The available wharf frontage is perhaps unexcelled, presenting a lineal space of 9 1-2 miles, all easily accessible to the city without the aid of bridges or ferries, sufficient to accommodate over 500 vessels; of this about 6 miles are at present improved, consisting of 33 quays of the Galveston Wharf Company, furnishing berths for 75 Ocean Steamers at one time, and the magnificent terminals of the Southern Pacific Co. at which 16 vessels can be handled simultaneously, together comprising the greatest wharf shed room of any port in the United States except New York.

A man should believe first in himself, in his own power to will, and to do, then he should have faith in humanity.



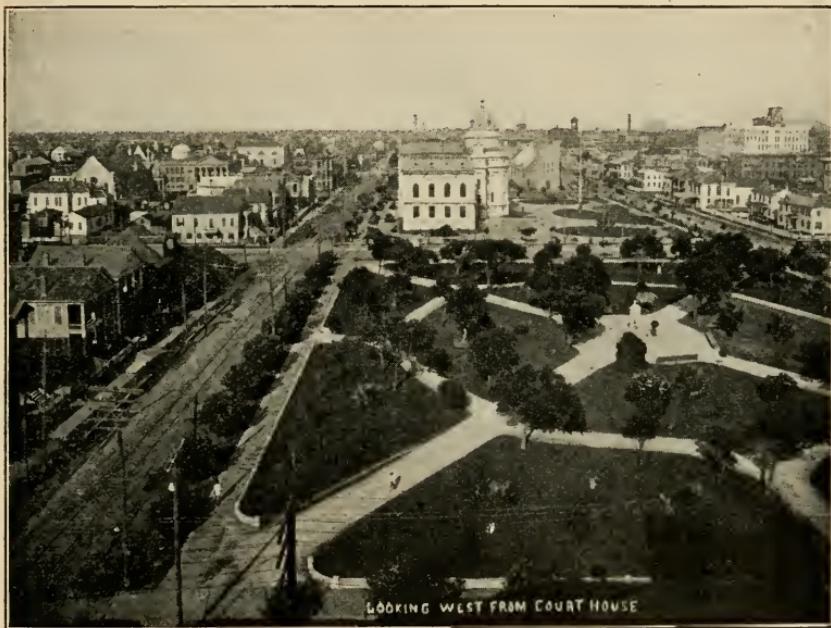
Noon Hour at Ball High School.

Specialist has become a fad, and Galveston takes the premium in self-reliance. She has shown the world how to work in a masterly way.

THE CITY AND PORT OF GALVESTON.

BY J. H. JOHNSTON, SECRETARY OF THE CHAMBER OF COMMERCE.

Long before the immortal heroes of the Alamo, Goliad and San Jacinto had carved the boundaries of the Lone Star State, an empire in itself, the island upon which the present City of Galveston stands was well known to most people in the United States and to many residents of foreign countries. The question naturally arises: Why was this so? The answer is simple enough. Because this was a natural port and easily the most accessible on the entire Gulf of Mexico, hence it had become at an early date the rendezvous of the pirate LaFitte and his associates, possibly less historic, but no less acute when the consideration was a good thing to be secured at little



View of Portion of the City, Showing Central Park.

cost. Galveston Island had then, as it has today, the most delightful climate to be found anywhere in the broad Southwest.

After LaFitte and his followers had either reformed or departed for less desirable quarters, in this world or the next, Galveston Island was settled by an energetic and enterprising class of people, who promptly set about building a town, which for a long time to come was to be the commercial center as well as the chief port of the great Southwest. Difficulties in plenty there were to contend with on account of the undeveloped state of the country and lack of facilities, but the people had in them the stuff of which heroes are made and which they transmitted to their offspring to be later displayed when the eyes of the entire world were centered on this storm-stricken community. Such were the people who built "the Oleander City," as it is

commonly called, and who by their own efforts and with final assistance of the Federal Government established the harbor and port of which the following was written prior to September, 1900:

"Galveston harbor is one of the most impressively beautiful in the world. Stretching for miles in a great semi-circle, the ship channel sweeps by the greatest system of docks in the South and out to sea through the most magnificent system of jetties in the world. Here may be seen elevators, towering high above the tallest masts in the harbor, where grain and coal are handled by the millions of bushels and hundreds of thousands of tons; the endless warehouses where the crops of many States might be stored; also every adjunct of a modern busy, deep water port, from a gas buoy to a big ship on a marine railway.

"Galveston naturally commands the commerce of Texas, but in addition to it is the gateway to the sea for that wide expanse of Trans-Mississippi country that is termed the supply house of the



Galveston County Court House.

world. Kansas is the central State of the United States, and Galveston is the nearest port to that center.

"Before the Federal Government instituted the great work of developing a deep water harbor on the Gulf of Mexico, the products of the Trans-Mississippi country were subject to the control of the ports of the Atlantic seaboard. To relieve the producers of the West from the excessive cost of long overland hauls and to give them the benefit of proximity to the sea, the Federal Government determined to develop upon the Gulf of Mexico, at the most favorable location, a deep water port of the first class. Galveston was selected as the most available by reason of geographical and natural advantages, and it was here that the Government expended \$8,000,000 on a jetty system that is one of the marvels of marine engineering.

"It has been stated by an eminent authority that the Government never made a better investment than in deepening the water of Galveston harbor. It is said that in the lessening of the transportation charges on one crop of Kansas grain alone the jetties have paid for themselves.

However that may be, the making of a deep water port at Galveston has wrought a revolution in the transportation of the world. The tide of commerce in the West has turned gulfward, and in the four years that Galveston has been accorded recognition a mighty change has been taking place.



Scottish Rite Cathedral.

"In 1898 Galveston became the first cotton shipping port of the world. In that year this port handled 2,300,000 bales of cotton. This year Galveston will rank third in the list of grain ports. Five years ago Galveston handled no export grain, but so marvelous has been the growth of this business that within ten years Galveston will not only be the first cotton shipping port, but the first grain port of the world. Galveston is essentially a commercial city. It always will be. Its life is the life of ships and rails. One-eighth of the corporate space—all that fronting on the bay shore—is a maze of tracks, docks

and warehouses. Another eighth is given over to stores and offices, while the remaining three-fourths make up the residential section of the city.

"In addition to its magnificent harbor and splendid wharf system, Galveston can boast of excellent railroad facilities. The Gulf, Colorado and Santa Fe, the Galveston, Houston and Henderson, the Galveston, Houston and Northern, and the Gulf and Interstate Railroads find entrance here. The Gulf, Colorado and Santa Fe is the Southern leg of the great Atchison, Topeka and Santa Fe system, that spreads out from Chicago to the Pacific; the Galveston, Houston and Henderson is the terminal line for the International and Great Northern and Missouri, Kansas and Texas lines, and the Galveston, Houston and Northern is the terminal line for the Southern Pacific system. The Gulf and Interstate is a short line to Beaumont, tapping the great lumber belt of East Texas and West Louisiana. These four lines



Residence of Mrs. J. M. Brown.

make the handle or stem from which the railroads of Texas spread out in fan-like form.

"There is no city in the South with so many beautiful homes in proportion to the population or so many evidences of the benefactions of its wealthy citizens. Chief among the public benefactors were Henry Rosenberg, John Sealy and George Ball. Mr. Rosenberg left to the people such noble ornaments of his life as the Rosenberg School, the Orphans' Home, the Letitia Rosenberg Home for Women, the Young Men's Christian Association, the monument commemorating the valorous deeds of the men who fought the war for Texas independence, sixteen drinking fountains for man and beast, built at

convenient places throughout the city, and the \$500,000 Rosenberg library. These benefactions represent about \$1,000,000.

"John Sealy donated the hospital that bears his name, the largest and best equipped institution of the kind in the State of Texas.

"George Ball gave to the city the High School, in which so many of the youth of Galveston have completed their education and which is today the crown to the magnificent school system of the city.

"It is not remarkable that Galveston should be so favored. The city is, per capita, the third richest community in the United States, and the money center of the Southwest. The ten banks of Galveston supply or diffuse the money that moves the crops of the Southwest, and they have available assets of approximately \$15,000,000."

Galveston After the Storm.

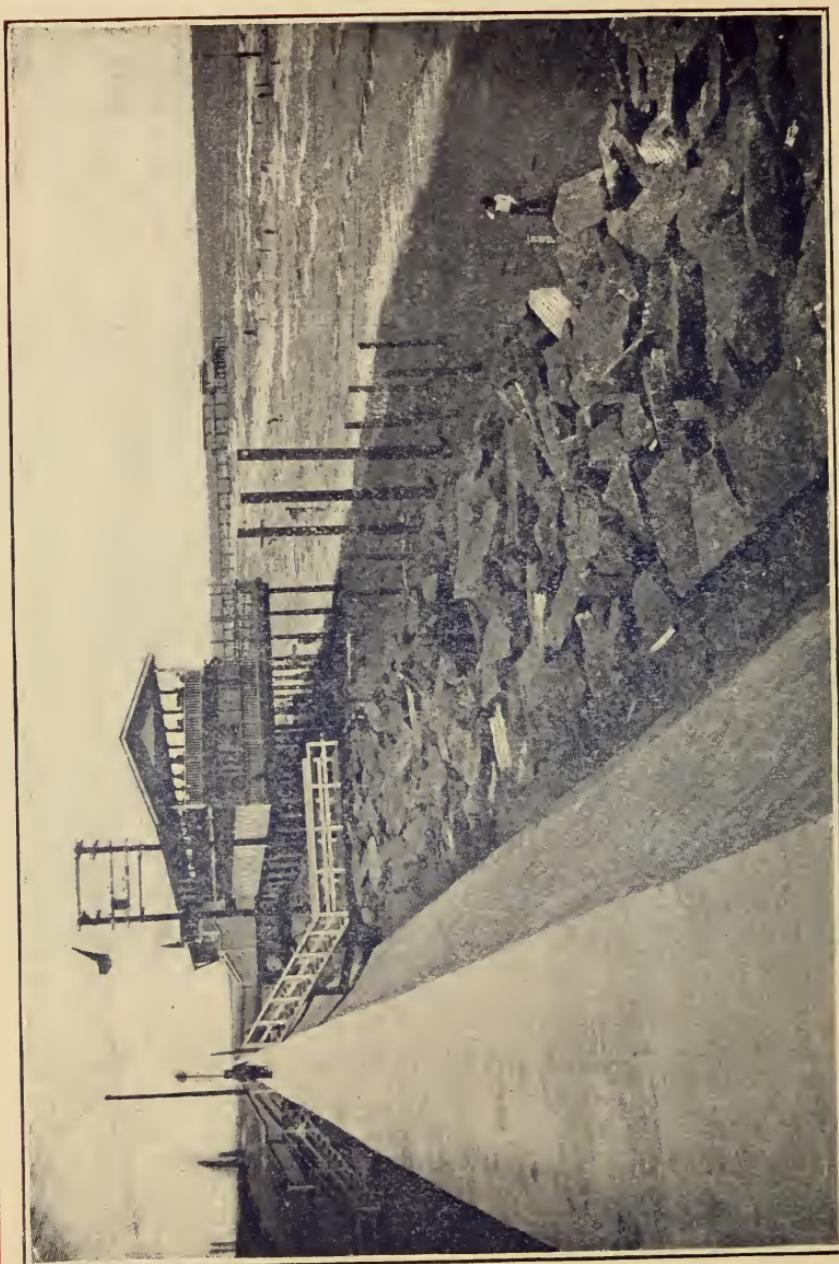
It is far away from my inclination, even had I the space, to dwell



Rosenberg School.

upon the harrowing scenes resulting from one of the most appalling catastrophes of modern times, which overtook Galveston on September 8, 1900.

Suffice it to say that from a city absolutely ruined, as many outsiders confidently asserted, with 4131 homes entirely demolished or washed away, and every other dwelling, store, office and factory very considerably damaged, with an actual financial loss of not less than \$18,000,000, and, worse, a thousand times than any commercial loss, the destruction of approximately 6000 human beings, we have today one of the most beautiful cities in the South, with a population steadily growing, of not less than 35,000 energetic and enthusiastic people. It is idle to deny the fact that we lost some good citizens after the great storm on account of the ruin wrought to their busi-



Galveston Beach, showing Sea-wall with concave toward Gulf, Murdock's Bathing Pavilion, Bathers and Fishing Pier.

ness: but it is gratifying to note how promptly and joyfully they have turned as soon as the business interests of the city, upon which they depended, were rehabilitated. The complete restoration and the resources of Galveston of today may be briefly summarized as follows:

Galveston Now.

Seaport of Texas and the Southwest, located on the eastern end of Galveston Island and county seat of Galveston County. Alternates with New Orleans as the first cotton port of the world; first cotton seed products port and, in totals of all commodities, the third largest exporting point in the United States. Has fifty-eight lines of steamers to foreign countries, carrying both passengers and freight, and reaching all European ports from the Baltic to the Mediterranean, Cuba, Mexico, South America, South Africa, China and Japan. Regular steamship service is maintained throughout the entire year with Liverpool, London, Belfast, Bremen, Antwerp, Havre, Cuban and



Residence of Charles Fowler.

Mexican ports, with sailings varying from weekly to monthly, according to the trade. Has three coastwise steamship lines, namely two to New York, and one to Brownsville, besides the numerous tank steamers, schooners and barges engaged in the oil, lumber and merchandise traffic to smaller points in the immediate vicinity of Galveston. Has an average of twenty-seven feet of water in the channel, maintained by rock jetties twelve miles in length, which will be deepened when the jetties are completed. Has six miles of complete wharfage all covered with sheds and reached by tracks constructed of seventy-pound steel rail and containing about fifty miles of terminal trackage. The wharf front is being constantly extended, for which there is lineal space in Galveston Bay of about forty miles, owned by the State, City, corporations and individuals. Has four export grain elevators with a total storage capacity of 3,750,000 bushels, and

one cleaning and conditioning elevator. Galveston is only one hour from the deep sea for a laden steamer.

During 1901 \$3,932,500 was spent in Galveston for permanent improvements, which are now on a more solid basis than ever before. The waterworks, fire department, street lighting and sewerage plants are owned by the city; in addition to which there are two electric light companies and one gas company.

Galveston has the finest and largest electrical street car system of any city of its size in the United States, consisting of thirty-five miles of track, a very modern fuel oil power house and an electric lighting plant. It has thirteen hotels, besides summer resorts open during the bathing season, for which we have twenty-eight miles of the finest beach in the world.

An important part of Galveston's trade is wholesale, of which there are a large number of establishments carrying all lines, such as dry goods, notions, groceries, wines, liquors, clothing, haberdashery,



Residence of Mrs. Geo. Sealy.

produce, feed stuffs, hardware, crockery, farm machinery, cement, drugs, fruit and many specialties. It is the largest distributing market for bagging and ties in the United States.

Galveston of the Future.

Even at this early date we are beginning to appreciate the fact that the great storm of September 8, 1900, was but a blessing in disguise, so far as the business interests of the town are concerned; and in the years to come the citizens of Galveston will look back on their great flood as do the people of London and Chicago on their fires, which really mark the first true beginnings of these great municipalities.

Prior to that storm there were some dissenters to almost every movement proposed for the welfare of our city. The kinship established by adversity and the need of united action has practically made of our citizens one vast brotherhood. As an illustration we may cite the following incident:

An election of the taxpaving voters, of which there were 3219, was held on March 19, 1902, for the purpose of authorizing the issuance of bonds to the amount of \$1,500,000 for the construction of a seawall which will absolutely prevent the possibility of a recurrence of the disaster. The result of the poll was 3118 votes in the affirmative, twenty-two in the negative and three blanks. This was remarkable; but still more so was the fact that the people of Galveston County actually subscribed for over \$1,000,000 of the seawall bonds.

A people with such a unanimity of purpose and acting through the following commercial bodies in absolute accord with one another, namely: Cotton Exchange and Board of Trade, Maritime Association, Chamber of Commerce, Business League, Oil and Stock Exchange and Builders' Exchange, are certain to attain great results.

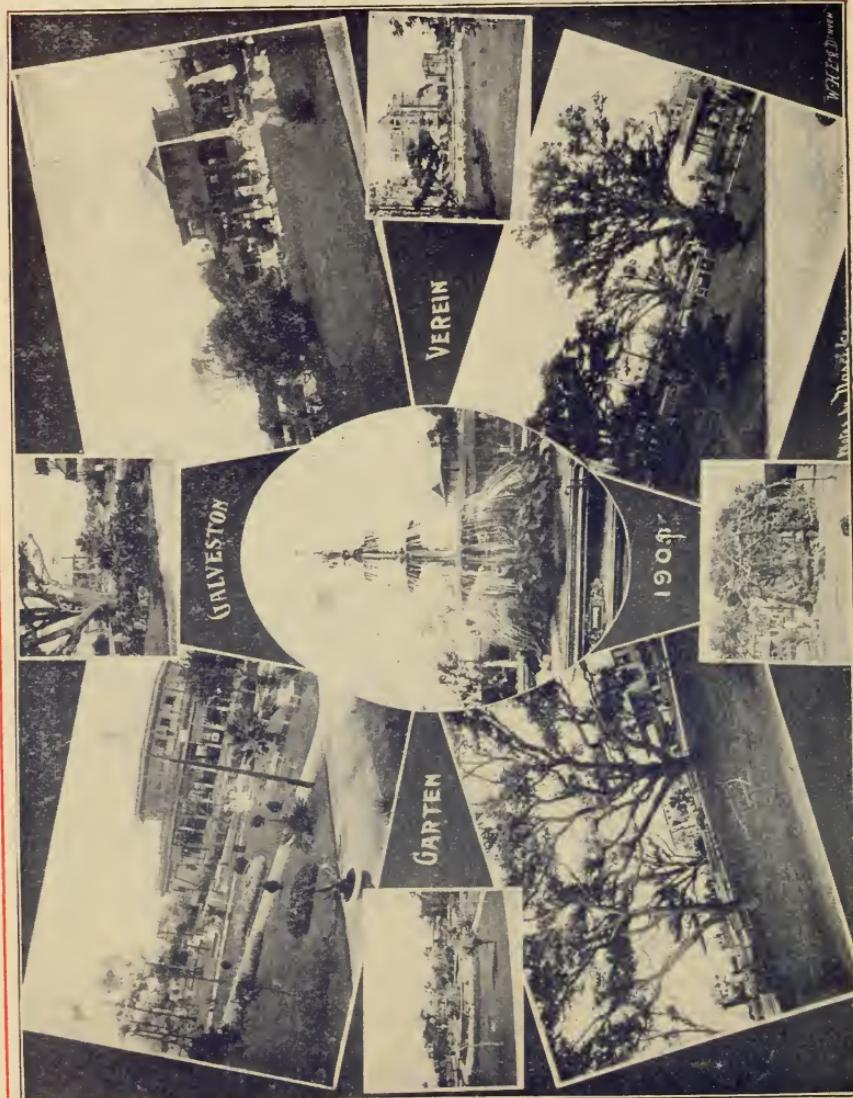


Residence of W. L. Moody, Jr.

The development of the Coast Country of Texas, on account of the cheapness of fuel oil for irrigation purposes and the adaptability of the soil to the growth of fruit, melons, vegetables, sugar and rice, all of which is of the most direct advantage to Galveston, will increase the jobbing business of the town one hundred per cent within the next five years.

With a location as rate basing point and gateway of the grand territory lying west of the Mississippi River, the population and prosperity of which territory is increasing by leaps and bounds; with fuel oil in unlimited quantities only seventy miles distant, thus giving us the cheapest fuel in the world for manufacturing, railroad and steamship purposes; with the early construction of an Isthmian Canal assured, thus enabling us to supply the packing house products, flour, rice, etc., tributary to this port, in return for the coffee, sugar,

bananas and other products of Central and South American countries; with \$10,000,000, the greater portion of which has already been appropriated, to be expended in the city and harbor within the next five years, and with climate unsurpassed, it is certainly no exaggeration to state that this place is today one of the most flourishing beautiful



and healthful garden spots under the blue vault of heaven. It should be the South's second city before 1925.

FISHING AND HUNTING AROUND GALVESTON.

John F. Kelley of San Antonio has always been a staunch admirer

of Galveston, into which city he often makes business trips, and finds time now and then to enjoy a little sport of the rod and gun kind.

"People of this city do not actually realize the value of their beautiful city as a winter as well as a summer resort," said Mr. Kelly, on his last visit here. "There isn't such a climate elsewhere the year round. There is nothing like it. Even the much-vaunted Florida coast resorts are not to be compared to it. Neither is New Orleans for that



matter, for the Crescent City is far away from salt water. You not only have a great health and seaside resort but you have a metropolis where all the enjoyment of city life can be had with the other pleasures thrown in. I've frequented Long Branch, Newport, Atlantic City, Coney Island, Bar Harbor and other places—even the California mid-winter resorts—and none of them are to be mentioned in the same breath with your beautiful island city. Take the beach alone. There you have an unbroken stretch of thirty-odd miles, without a rock with

which to endanger the lives of those who love plunging in the surf, and there is absolutely no danger to bathers who do not attempt to go beyond their depths when a heavy surf is on. There are times when you can go out several hundred yards in the water before reaching a dangerous depth. Another beauty about the bathing here is that one can enjoy it the whole year round. It's just the same to me whether I take a dip in July or wait until the chilly winds of mid-winter come along. A peculiarity about the surf here is that even on days which you really consider cold, the surf is always fairly warm and there is no danger whatever in taking a plunge.

"Then as a drive this beach is in a class by itself. The firm sand, packed hard by the waves, is of the consistency of iron and is as smooth as a ball room floor. Many a time I have secured a ride and driven down the beach to San Luis pass, at the other end of the island, and then come up on the bay shore, finding as good driving



Laying Corner Stone Stone of Sacred Heart Church.

on one side as the other, to say nothing of enjoying the exhilarating breezes that blow off the gulf.

"What better fishing or hunting can be found, either? In the former you have as many choice of ways as there are finny denizens of the waters hereabouts. One can take a boat and go down west bay or past Bolivar up towards the bayou. Then there is open gulf. What better would you want than get a pole or handline and secure a nook on the big rock out at the jetties, where the fish fairly beg to be taken out of the water. What better sport would one want than to take a handline and wade out waste-deep in the surf on the beach and get busy hauling out all kinds of finny prizes. For my part, though what I've always really enjoyed most has been to get a good rod or handline and get out on one of the wharves early in the morning, and after setting three or four lines in a shady spot—or, on a winter's

day, some projected corner where I can get out of the way of the cool breezes—and sit and fish to my heart's content. I've sometimes taken a book along to kill time in case the fish weren't omnivorous as they usually are, but I've seldom found time to do any reading, so busy would I be kept pulling in my line. Wharf fishing, I find, has a great attraction for women and children who do not care to venture out on the bay where the least sign of a 'white cap' ripples the water. At that I think wharf fishing is just about as good as any other kind, for it is a cleaner, dryer and less expensive than any other way, and one can get back to town much easier. I do not believe there is a



Residence of Walter Gresham.

known member of the piscatorial tribe that cannot be hauled out of the water around Galveston. Particularly fine are the Spanish Mackerel, which taste richer to me than any I have ever eaten elsewhere. As for the crabs, they are uncommonly big, fat and toothsome, and so easy to catch that there is really little sport in going after them. For fishing on the bay one can get boats at a really reasonable price, and a day's outing in one of them when a good breeze is blowing is

worth the money, even if a finny prize is never hauled out of the water.

"As much as I love fishing," continued Mr. Kelly, "I am as great a crank on hunting, and here you have it in a fashion that would make old Nimrod, that patron saint of sportsmen, go wild with delight were that venerable personage of ancient history to return to this mortal sphere once more. I have tried it both in boats and along shore and I find it hard to determine which is best, both are so good. When I was here last spring for a short stay I made up a party of four and secured a small cabin boat large enough for our comfort and fitted her out for a week's stay down the west bay. The expense of fitting her out really amounted to little. We put in enough tea, coffee, salt, pepper, flour, sugar, a bit of salt pork and the like, for we depended on the sky and waters to furnish us with our food supply. It did, too, with a vengeance. The boatman stated afterwards that the hunting was only ordinary, but the others in the party who were northern men down here on business, stated that they never saw anything to equal it. From early morn until the sun set below the horizon we were afoot on the mainland or along the bay shore of the island in pursuit of game, and had we been professional hunters we could have bagged untold bunches of ducks of every variety. We explored the marshes thoroughly, and where wounded game fell beyond our reach the dogs we brought along would retrieve it for us. Wind and water had no terrors for us and we would often row back to the sloop at nightfall so 'dog-tired' we would drop into our bunks in our wet clothes too weary to do anything but woo 'nature's sweet restorer.' If we were too fagged out next morning to go abroad, we could loaf around the boat and find plenty of shots to take at the ducks that filled the sky overhead and dotted the marshes around us. Then there were fish at hand to be had just by taking the trouble to cast our lines overboard, and the boatman provided us with all the crabs and oysters fresh from the bay that we could get away with. That boatman of ours—like the general run of them—was a good cook, and the meals he turned out for us would suit the tastes of the most dyspeptic epicure in the world. We had ducks served in every variety conceivable, and what he could do in the way of handling oysters and crabs was almost beyond belief. He was a star hand, too, at framing up biscuits and 'flapjacks.' Those nights we spent aboard that little craft were of unalloyed delight. After a hot supper washed down by coffee made in the Creole style, we would get out cards and dominoes to while away an hour or two and have a good bowl of hot punch on the side to cheer the inner man. Then when drowsiness overtook us we would pile into our bunks, wrapped up in warm blankets, and soon be lulled to sleep by the splashing of the waves against the sides of our boat and the whistling of the wind in the rigging overhead. We only intended to stay out three days, but had such a good time that we made it last more than a week, and would have made the outing more protracted but for our tobacco and some other supplies running low.

"Speaking about hunting and fishing, do you know that the cane-brakes of Matagorda and down the west coast furnish the best kind of sport for hunters who go after bear, deer and the larger kind of wild animals. That country is still full of them, and it is no trouble for good shots to bag all they can handle during the open season. These lands are not cut up into private preserves, as is too often the case in other parts of the country, because the big landgrabbers appeared to have overlooked this section entirely, and permission can not only be had for the asking, but the planters and small farmers thereabouts are only too glad to entertain such stray visiting sportsmen as may happen in on them. If it wasn't such fine hunting territory you wouldn't find John W. Gates and sportsmen of his caliber journey thousands of miles down here for the privilege of shooting over it.

"My enthusiasm for Galveston as a health and pleasure resort, summer or winter, may seem a little far-fetched but it is genuine—so genuine that it will not be long before I will be comfortably enough fixed to give up my work on the road and settle down here permanently, where I can enjoy such God-given delights that no other section of the country seems to afford. Then I'll have my own boat on the bay and a hunting camp down the island, and I'll live half the year around in the open."

"When this grade-raising work is finished," concluded Mr. Kelly,

"Galveston ought to go forward by leaps and bounds and place herself foremost among our seacoast cities and become noted the country over for its attractiveness—both summer and winter. The climate here is simply unapproachable. For the warmest days of the year there is a pleasant breeze blowing and one needs a blanket or like covering at night. Such a thing as sunstroke is unknown. In the winter an over-coat is seldom needed, and then only a light one at spare intervals. I look to see that drive on the sea wall become as noted as the plank walk at Atlantic City or the famous drive along the bay front at Newport. With hotels, bathing pavilions, restaurants, baths and other pleasure resorts, to say nothing of a good ball park, bicycle track and trotting park—all these combined, for instance—it would make Galveston a magnet for the pleasure-seekers of the entire southwest during the long summer, and the amount of business done with excursionists, if the railroads properly work up that end of their business, would be something enormous to contemplate. Just think what a grand sight that drive will be of a summer's afternoon and evening, when the roadway is filled with automobiles, carriages, buggies and other pleasure conveyances. The future greatness of Galveston is in the hands of her own people, and if they do not bring it about it will be their own fault."

FACTS ABOUT GREATER GALVESTON.

The fourth exporting city in the United States. Rapidly growing import trade. The chief seaport of the southwest. Destined to be the commercial center of Texas. Its geographical location as well as the natural advantages of its harbor contribute to its greatness.

TRANSPORTATION FACILITIES.

To handle this immense traffic, unsurpassed transportation facilities are offered, there being 28 steamship lines plaving between Galveston and foreign ports, most of them regular lines operating as fine steamers as enter any port south of New York, and four coast wise lines; the Mallory and Southern Pacific to New York, which together give five sailings each week to that port, and one line each to Brownsville and Port Arthur, Texas, the two last mentioned having been established during the last year. By land the city is served by seven railroads of which four are trunk lines; the Southern Pacific furnishes a through line to San Francisco and New Orleans; the Santa Fe to Chicago, Kansas City and Colorado; and the M. K. & T. and I. & G. N. to St. Louis, Memphis, Kansas City and Omaha, while it has been authoritatively announced that the Rock Island will furnish another line to Kansas and Colorado in the near future, and most important of all, that the Santa Fe will extend its New Mexico line to a connection with its Texas System, affording another through line to California.

THE CITY.

Now that the great sea wall which assures absolute immunity from overflow is almost completed, the City of Galveston is taking on new activity. Business during the past year has been excellent. Bank Clearings amounting to \$372,238,800 and postoffice receipts, always a gauge of the prosperity of a town, aggregating \$140,846, an increase of 60 per cent over preceeding year. The jobbing houses, for which the city offers the choicest facilities on account of its location with respect to rail and water shipments, are being enlarged, preparatory to handling the enormously increased trade which will come with the rehabilitation of the Gulf and Interstate Rv. to Eastern Texas, the building of the proposed short line to San Antonio as well as the completion of the coast country canal which will furnish light draft inland waterways to all the coast country towns. The city owns and operates its own system of waterworks, sewerage and electric lights, and has the best and most economical government of any city in the state. As a manufacturing point as well as a distributing center to

the whole Trans-Mississippi country for all goods which are either imported from foreign countries or manufactured in the great centers of the east, Galveston is the natural location, which is evidenced by the fact that she is already the largest distributing market for bagging and ties in the United States and for many other commodities her importance is increasing. Indeed, if Texans will only patronize home industry, and use the Texas port to the exclusion of cities outside of the state, which have no real interest in the prosperity of Texas, Galveston, with all its natural facilities, advantages as a residential city, amongst which are included a healthful climate, the weather being comparatively cool in summer and warm in winter, magnificent street car system, fine surfing and deep sea fishing, will in the next few years become one of the largest cities as well as one of the greatest commercial centers in the south.

WHY YOU SHOULD COME TO GALVESTON. EXPORTER OR IMPORTER.

Because we have twenty-eight (28) steamship lines to and from foreign ports in Europe and other countries with new accessions each month. Frequent and regular service to New York, Brownsville, Port Arthur, West Indies, Mexico and Central America.

JOBBER.

Because we have the benefit of the low water rates inbound and first-class railroad service outbound. Car supply inexhaustible.

RTEAILER.

Because the money earned each week along the wharf front incident to the enormous shipping business, without taking into account the various other industries of a city, is bound to insure a fine retail trade.

CLIMATE.

Delightful does not express it. Highest temperature recorded in thirty years, 98 degrees; lowest, 8 degrees. Average annual temperature 69 degrees.

PUBLIC BUILDINGS.

Court House—Twentieth street and Avenue H.
Postoffice and Custom House—Twenty-fifth and Church streets.
City Hall—Twentieth and Market streets.
Cotton Exchange—Twenty-first and Mechanic streets.
State Medical School—Tenth and Strand.
Sealy Hospital—Ninth and Strand.
Breckenridge Hall—Ninth and Strand.
St. Mary's Infirmary—Seventh and Market.
Y. M. C. A.—Tremont and Winnie.
Woman's Home—Twenty-fifth and Avenue C $\frac{1}{2}$.
Orphan's Home—Twenty-first street and Avenue M.
Ursuline Convent—Avenue N, Twenty-fifth to Twenty-seventh streets.
Ball High School—Avenue H and Twenty-first street.
Rosenberg School—Twelfth street, between Avenues G and H.
Masonic Temple—Twenty-first and Postoffice streets.
Scottish Rite Cathedral—Twenty-second and Church.
St. Mary's Orphan Asylum—Northeast corner R and Forty-first.
Rosenberg Library—Tremont and Avenue I.

CITY PARKS.

Sidney Sherman Park—Between Tenth, Eleventh, G and H.
Central Park—Between Twentieth, Twenty-first, G and H.
West End Park—Between Fortieth, Forty-first, G and H.





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